

LOCATION: Colindale Station And 167 - 173 Colindale Avenue And Flats 1- 6 Agar House, Colindale Avenue, NW9 5HJ & 5HR.

REFERENCE: 19/0859/OUT **Received:** 14 February 2019
Accepted: 11 March 2019

WARD: Colindale **Expiry:** 10 June 2019

APPLICANT: Transport for London

PROPOSAL: Hybrid planning application for comprehensive redevelopment of the site comprising full planning permission involving demolition of existing buildings to provide a replacement railway station ticket hall building (702 sq.m) with step free access (sui Generis) and including a retail store (Class A1) unit. Outline planning consent for the erection of a mixed use development ranging from 6 to 29 storeys in height comprising of up to 860 sq.m of flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses and up to 313 residential units (Class C3) together with provision of ancillary refuse, cycling and disabled parking spaces and associated works.

Application Background and Summary

Colindale Underground Station currently has up to 7.1 million passenger trips per year and at peak times is used by up to 4.5 thousand 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 the redevelopment of 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 a Supplementary Planning Document (SPD) was developed and adopted by the Council setting out the Council's detailed design requirements and scale of development which will be supported for the new station and any associated development.

The current application is a hybrid application, with full planning permission being sought for the station and outline approval being sought for the remainder of the development. The full description of development which was subject to public consultation was as follows.

'Hybrid planning application for comprehensive redevelopment of the site comprising full planning permission involving demolition of existing buildings to provide a

replacement railway station ticket hall building (702 sq.m) with step free access (sui Generis) and including a retail store (Class A1) unit. Outline planning consent for the erection of a mixed use development ranging from 6 to 29 storeys in height comprising of up to 860 sq.m of flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses and up to 313 residential units (Class C3) together with provision of ancillary refuse, cycling and disabled parking spaces and associated works.'

A full assessment of the proposal is set out below but in short the application is considered acceptable in design and townscape terms, provides a new and enlarged station to accommodate the future growth in Colindale and is considered acceptable in relation to neighbouring amenity and highway implications.

RECOMMENDATION

Recommendation 1

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

Recommendation 2

Subject to Recommendation 1 above, the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes of seeking to secure the following, subject to any changes as considered necessary by the Service Director Planning & Building Control or Head of Strategic Planning.

(a) Legal Professional Costs Recovery

Paying the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements.

(b) Enforceability

All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority.

(c) Affordable housing

50% affordable housing by habitable rooms across the whole development (145 units in total) on the basis of the following detailed mix:

London Affordable Rent (25 Units)

15 x 1 Bed 2 person

10 x 2 Bed 4 person

Shared Ownership (120 Units)

80 x 1 Bed 2 person

20 x 2 Bed 3 person

20 x 2 Bed 4 person

(d) Late Stage Viability Review

The undertaking of a late stage viability review to provide for a future payment to the Local Authority towards the provision of additional affordable housing.

(e) Sustainability

Connection to District Energy Network

Carbon Emission Report/Carbon Offsetting Contribution

(f) Local Employment Agreement

To include Forecasting of job opportunities; Notification of job vacancies; Local labour target; Jobs brokerage and skills training; Apprenticeships and work experience; Use of local suppliers; and Delivery of specific LEA targets.

(g) Travel Plan measures and monitoring:

Including Provision of Travel Plans covering the following:

Travel Plan – Residential -

Travel Plan – Non Residential including all non residential retail, employment or community uses.

An appropriate Travel Plan Monitoring Fee would also need to be paid in relation to the above plans.

(h) Car Free – No Permits

That the applicant enter into an obligation preventing future residents from applying for residential car parking permits.

(i) Section 278 Works

Necessary works to the public highway under section 278 of the Highways Act to facilitate the implementation of the development

(j) Section 106 Monitoring contribution

(k) All financial contributions listed above to be subject to indexation.

Recommendation 3

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Head of Development Management or Head of Strategic Planning to approve the planning application reference 17/2840/OUT under delegated powers, subject to the following conditions.

The Committee also grants delegated authority to the Service Director Planning & Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions/obligations or reasons for refusal as set out in this report and addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice-

Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

Conditions

Conditions and Informatives will be reported in full in the Addendum.

1. MATERIAL CONSIDERATIONS

1.1 Key Relevant Planning Policy

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case the development plan is The London Plan and the development plan documents in the Barnet Local Plan. These statutory development plans are the main policy basis for the consideration of this planning application.

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

National Planning Policy Framework (February 2019)

The 2019 NPPF was adopted in February 2019 replacing the 2012 NPPF and includes minor clarifications to the revised version published in July 2018. The NPPF sets out the Government's planning policies for England and how these should be applied¹. It provides a framework within which locally-prepared plans for housing and other development can be produced.

The NPPF states that "good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people". The NPPF also states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a 'presumption in favour of sustainable development', unless any adverse impacts of a development would "significantly and demonstrably" outweigh the benefits.

The Mayor's London Plan 2016 (Jan 2017 fix)

The London Plan is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). In March 2016, the Mayor published (i.e. adopted) the London Plan 2011 consolidated with: the further alterations to the London Plan published in March 2015, the Housing Standards Minor Alterations to the London Plan published in March 2016 and the Parking Standards Minor Alterations to the London Plan published in March 2016.

The London Plan policies (arranged by chapter) most relevant to the determination of this application are as follows:

Context and Strategy:

1.1 (Delivering the Strategic Vision and Objectives for London)

London's Places:

2.2 (London and the Wider Metropolitan Area)

2.7 (Outer London Economy)

2.8 (Outer London Transport)

2.13 (Opportunity Areas and Intensification Areas)

2.18 (Green Infrastructure: The Multi-Functional Network of Green and Open Spaces)

London's People:

Policy 3.1 (Ensuring equal life chances for all)

Policy 3.6 (Children and young people's play and informal recreation facilities)

Policy 3.16 (Protection and Enhancement of social Infrastructure)

London's Response to Climate Change:

5.1 (Climate Change Mitigation)

5.2 (Minimising Carbon Dioxide Emissions)

5.7 (Renewable Energy)

5.10 (Urban Greening)

5.11 (Green Roofs and Development Site Environs)

5.12 (Flood Risk Management)

5.13 (Sustainable Drainage)

5.21 (Contaminated Land)

London's Transport:

6.1 (Strategic Approach)

6.2 (Promoting Public Transport Capacity and Safeguarding Land for Transport)

6.3 (Assessing Effects of Development on Transport Capacity)

6.4 (Enhancing London's Transport Connectivity)

6.5 (Funding Crossrail and Other Strategically Important Transport Infrastructure)

6.7 (Better Streets and Surface Transport)

6.9 (Cycling)

6.10 (Walking)

6.11 (Smoothing Traffic Flow and Tackling Congestion)

6.12 (Road Network Capacity)

6.13 (Parking)

London's Living Places and Spaces:

7.4 (Local Character)

7.6 (Architecture)

7.8 (Heritage assets and archaeology)

7.14 (Improving Air Quality)

7.15 (Reducing and Managing Noise)

7.18 (Protecting Open Space and addressing deficiency)

7.19 (Biodiversity and Access to Nature)

7.21 (Trees and Woodlands)

7.7 (Location and design of tall and large buildings)

Draft Replacement London Plan 2017

The Draft London Plan (DLP) published November 2017 sets out the Mayor's overarching strategic planning framework from 2019 up to 2041. When adopted this will replace the London Plan 2016.

Whilst capable of being a material consideration, at this early stage very limited weight should be attached to the Draft London Plan. Although this weight will increase as the Draft London Plan progresses to examination stage and beyond, applications should continue to be determined in accordance with the 2016 London Plan.

Mayoral Supplementary Guidance

Sustainable Design and Construction (April 2014)

The Sustainable Design and Construction (SPG) seeks to design and construct new development in ways that contribute to sustainable development.

Accessible London: Achieving an Inclusive Environment (October 2014)

The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.

Planning for Equality and Diversity in London (October 2007)

This guidance sets out some of the overarching principles that should guide planning for equality in the London context.

All London Green Grid (March 2012)

This strategy provides guidance for designing and managing green and open spaces to bring about previously unrealised benefits. In doing so, we aim to encourage boroughs, developers, and communities to collectively increase the delivery of green infrastructure for London.

The control of dust and emissions during construction and demolition (July 2014)

The aim of this supplementary planning guidance (SPG) is to reduce emissions of dust, PM₁₀ and PM_{2.5} from construction and demolition activities in London.

Play and Informal Recreation (September 2012)

Provides guidance to Local Authorities and development to estimate the potential child yield from a development, and the resulting requirements for play space provision.

Housing (March 2016)

The housing SPG provides revised guidance on how to implement the housing policies in the London Plan.

Affordable Housing and Viability (August 2017)

Set's out the Mayor's policies for assessing and delivering affordable housing and estate renewal.

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. 3.5.2 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. 3.5.3 In outer London, it is highlighted that streets are often dominated with cars and that significant transport improvements will be required to reduce this dependency. It encourages a more integrated 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. 3.5.4 In addition, the strategy also focuses on delivering new homes and jobs on transport land and by 2020/21 aims to start on working on property development sites that will deliver 10,000 new homes.

Relevant Local Plan (2012) Policies

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD which were both adopted on 11 September 2012. The Local Plan development plan policies of most relevant to the determination of this application are:

Core Strategy (Adopted 2012):

- CS NPPF (National Planning Policy Framework – Presumption in favour of sustainable development)
- CS1 (Barnet's Place Shaping Strategy – Protection, enhancement and consolidated growth – The three strands approach)
- CS5 (Protecting and enhancing Barnet's character to create high quality places)
- CS7 (Enhancing and Protecting Barnet's Open Spaces)
- CS8 (Promoting a strong and prosperous Barnet)
- CS9 (Providing safe, effective and efficient travel)
- CS10 (Enabling inclusive integrated community facilities and uses+)
- CS11 (Improving health and wellbeing in Barnet)
- CS13 (Ensuring the efficient use of natural resources)
- CS15 (Delivering the Core Strategy)

Development Management Policies (Adopted 2012):

- DM01 (Protecting Barnet's character and amenity)
- DM04 (Environmental considerations for development)
- DM05 (Tall Buildings)
- DM14 (New and existing employment space)
- DM13 (Community and education uses)
- DM16 (Biodiversity)
- DM17 (Travel impact and parking standards)

Supplementary Planning Documents and Guidance

The Council has a number of adopted Supplementary Planning Documents (SPDs) which provide detailed guidance that supplements policies in the adopted Local Plan, and sets out how sustainable development will be delivered in Barnet including generic environmental requirements to ensure that new development within Barnet meets sufficiently high environmental and design standards. They are material considerations for the determination of planning applications:

Colindale Area Action Plan 2010

The Colindale Area Action Plan sets out the Council's comprehensive but flexible long term strategy to manage change and deliver high quality sustainable development in Colindale.

Colindale Underground Station Supplementary Planning Document February 2019

The Grahame Park SPD provided site specific advice for the development of the Colindale Underground Site.

Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)

Planning Obligations (April 2013)

1.2 Key Relevant Planning History

Rear Of Colindale Station Plaza Comprising Land Of Former Station House And Part Of Former Colindale Hospital Site, Colindale Avenue, London, NW9 5HG

H/01110/13 dated 3 April 2014

Planning permission was granted on 3rd April 2014 for the 'construction of a part 7, part 18 storey mixed use building comprising 55 room Apart-Hotel (Use Class C1), 319 student accommodation units (Sui Generis), four commercial units (Use Class A1/A3) and gym (Use Class D2) along with associated car parking and landscaping'.

H/03131/14 dated 27.08.2014

Application to make minor amendments to the approved development (ref H/01110/13, approved 3rd April 2014 for 'construction of a part 7, part 18 storey mixed use building comprising 55 room Apart-Hotel (Use Class C1), 319 student accommodation units (Sui Generis), four commercial units (Use Class A1/A3) and gym (Use Class D2) along with associated car parking and landscaping') comprising: 1) Alterations to floor layouts to provide teaching rooms for student residents, reorganisation of student and hotel common areas and mezzanine retail floorspace; 2) Addition of second basement level; 3) Associated external alterations.

1.3 Pre-application Consultation by the Applicant

A statement of community involvement has been submitted with the Planning Application which outlines the consultations which the applicant carried out prior to the submission of the application. This included workshops with the GLA and the

London Borough of Barnet, meetings with Local Ward Councillors and residents associations as well as Public Consultation Events held at the site.,

1.4 Public Consultations by the Council and Views Expressed

Public Consultation

2385 local residents were consulted on the planning application by letter on 12.03.2019. The application was advertised in the local press on 21 March 2019 and site notices were put up on site on 21 March 2019. The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy.

Public Representations

As a result of the consultation, a total of 45 responses have been received with 41 objections and 4 letters neither supporting or opposing the application.

The comments received from members of the public have been summarised as follows:

Summary of main points raised by members of the public in objecting to the scheme.

Quantity of development taking place in Colindale (Peel Centre, Beaufort Park and Grahame Park Way), no need for additional residential development;
Impact on tube capacity due to additional residential accommodation;
Residential development should be separated from station proposals, as station being used as justification for volume of development;
Step free development could be achieved without accompanying high rise development;
Query in relation to closure of station for works and interim measures which would be put into place;
Increase of traffic and danger to pedestrians;
lack of works to Colindale Avenue which suffers from bottlenecks and congestion;
Noise from proposed construction;
Noise from train noise bouncing off new high rise building;
Height of development too high at 21 & 29 storeys which will blight area;
Sufficient retail in area, no need for additional provision;
Loss of light and outlook to objectors properties to the rear of the development;
Significant loss of light and overshadowing as illustrated in TfL's own documents;
Danger to road users and cyclists from loss of light
Congestion on northern line as result of additional residential accommodation as while building bigger station, train frequency or size of trains will not increase;
Dangerous overcrowding at Colindale Station and down the line;
Impact on overcrowding on buses;
Proposed access to car park serving flats from Pasteur Close would cause disturbance to this road;

Disabled visitors to station and residents will park in adjoining resident bays;
Commercial delivery bay in Pasteur Close would adversely affect residents;
Proposals show narrowing of Colindale Avenue, while at present larger vehicles find it difficult to navigate and pass each other;
Lack of Cycleway on Colindale Avenue;
High rise development results in problems of crime and ASB;
Increased risk of crime due to relationship to Pasteur Close;
Impact on services (schools and doctors);
Loss of existing properties would result in damage to sense of community;
Demolition of Agar house unnecessary to deliver the station and would result in loss of home;
Insufficient car parking provided which will exacerbate local parking problems;
Volume of development in conjunction with neighbouring development negatively affects quality of life for local residents;
Impact as a result of existing Colindale developments is still developing, premature to allow additional housing;
Roads should be widened with provision for parking;

Letters of Representation neither supporting or opposing application

Support station but query lack of public toilets
Station proposals alone supported, surrounding high rise opposed;

Officer Comment

All of the above representations have been taken into account in the officer assessment, which form part of the officer assessment below.

Elected Representatives.

Andrew Dismore London Assembly Member for Barnet & Camden

I am writing to object to the above application in my capacity as London Assembly Member for Barnet and Camden.

Whilst I do not object to the principle of development here, or the aim to utilise receipts from the development to fund improvements to increase the capacity of Colindale station, I do have detailed objections to the application.

I consider this to be an overdevelopment of the site. The area around Colindale station has seen a massive increase in population, the Pulse development, the former British Library Newspaper Collection, the Peel Centre, Beaufort Park and the Grahame Park regeneration. The proposed 29-storey tower will be larger than anything nearby. The next nearest tall buildings of that height are in West Hendon, over a mile away.

313 units on a small site also represents over-densification of this site. which will have an impact on local services, such as health and education, which are already undersupplied.

There is inadequate parking provision. Being sited next to and on top of a station does not mean all those who live there will solely use public transport. The Council has made this mistake in all the above developments, which is why Colindale has had to establish a CPZ. This area is now completely saturated with cars and parking is already extremely difficult.

It is not clear to me where there is amenity space in the scheme. Montrose Playing Fields are not accessible from the Colindale side, and Colindale Park is extremely small, given the number of developments which identify it as their residents' amenity space.

I therefore urge the Council to refuse this application and to work with TfL to support a more modest plan which does not exacerbate the already serious overdevelopment around Colindale.

Councillor Nagus Narenthira

I am objecting to this proposal on the following grounds

The height of 29storey is unacceptable as it does not fit the characteristic of this area.

Lack of parking for the housing units in this proposal is a real concern to the neighbouring streets which have not got CPZ

The station does not provide increased transport facilities as the carriages in the train are not increased or the frequency of services are not increased.

Lack of infra structure like schools, GP and other health facilities.

The area is already over developed and yet another housing development is not needed.

The 6 households whose properties are to be acquired are not given suitable alternatives according to their wish.

Please consider these facts when approving this planning application.

David Pinto-Duschinsky - Prospective Labour Party Parliamentary Candidate for Hendon

I am writing as the Labour Party's Prospective Parliamentary Candidate for Hendon to object to the above planning application

Just as Andrew Dismore, the area's Assembly Member stated in his objection letter, I do not have a principled objection to development on this site or to the use of receipts from development to fund enhancements to the capacity of Colindale Station. However, I do have specific objections.

This proposal constitutes an over-development of the site. The proposed tower on the site will be significantly larger than any other local building. Importantly, the proposed new units will add significant additional units to an area that has already seen substantial development. I have talked to a large number of local residents and they already complain about the lack of sufficient parking and other amenities to support the existing developments, as well as the impact on local public services. Adding over 300 further units will place an even greater strain on local public services-which are already struggling to cope with the demand placed on them by the existing developments- and will render the parking situation unmanageable. Moreover, a number of local residents have voiced serious concerns about the impact of the loss of the square besides the station. The local community uses this public space and its loss will have a negative effect. This will compound the lack of amenity space for this proposal-as Andrew points out in his letter, Colindale Park is too small to given the number of developments that rely on it and Montrose Playing Fields are not accessible from the Colindale side.

Given these issues, I ask the Council to reject this application. If further development is to take place, it should be on a smaller scale to minimise the additional demand placed on Colindale's already overstretched infrastructure. Given the over-development of Colindale, I would also urge that local residents are balloted on any proposal.

Consultation responses from neighbouring associations other non-statutory bodies.

No comments received from these bodies.

Consultation Responses from Statutory Consultees

Greater London Authority (GLA)

Strategic planning application stage 1 referral

Town & Country Planning Act 1990 (as amended); Greater London Authority Acts 1999 and 2007; Town & Country Planning (Mayor of London) Order 2008.

Strategic issues summary

Principle of Land Use: A residential-led scheme delivering an additional 313 new homes and upgrade of the Colindale Underground Station is strongly supported in accordance with Policies 2.13, 3.3 and 6.2 of the London Plan, as well as Policies SD1, H1 and T3 of the draft London Plan. (paragraphs 16-17).

Housing: 50% affordable housing by habitable room, with an overall tenure split of 11%LAR/39% intermediate (SO)/50% private. The quantum of affordable housing is strongly supported in accordance with Policies 3.11 and 3.12 of the London Plan and Policies H5 and H6 of the draft London Plan. This scheme complies with the Fast Track Route. An early review mechanism must be secured. (paragraphs 18-26).

Urban design: The design complies with the principles of chapter seven in the London Plan and chapter three of the draft London Plan. Conditions of approval should be included to ensure accessible and inclusive access. Contributions to off-site play areas deemed appropriate must be secured via planning conditions and the s106 agreement. (paragraphs 27-42).

Sustainable Development: Further information is required to comply with Policies 5.2, 5.13 and 5.15 of the London Plan as well as Policies SI5, SI2 and SI13 of the draft London Plan. (paragraphs 43-47).

Transport: Colindale Underground Station upgrades to provide an improved ticket hall with step-free access is strongly supported in accordance with Policies 6.2 of the London Plan and T2 of the draft London Plan. Electric vehicle charging points, cycle parking, additional Trip Generation data, public realm improvements, a full travel plan, delivery and servicing plan and construction logistics plan must all be secured by conditions of approval and the s106 Legal agreement. (paragraphs 48-55).

Recommendation

That London Borough of Barnet be advised the scheme does not comply with the London Plan for the reasons set out in paragraph 59 of this report; however the identified remedies could address these deficiencies.

Officer Comment

Detailed discussions have taken place following the Stage 1 between the GLA, Barnet Council and Genesis Housing. The majority of the above issues have now been resolved including the comments relating design and highway issues. The housing comments have also been broadly resolved and officers are satisfied that any minor outstanding matters can be resolved as part of the formal Stage 2 referral.

Transport for London (TfL)

Site location and context

The site is bounded by Colindale Avenue to the south and includes Colindale London Underground (LU) station and the land directly surrounding it to the east, west and north. Colindale Avenue is a key east-west link in the area, providing access to the A5 Edgware Road which forms part of the Strategic Road Network. The nearest section of Transport for London Road Network is over 1km away the A41 Watford Way.

Colindale LU station is served by the Edgware branch of the Northern line. Bus routes 303 and 204 directly serve the site. Route 186 can also be accessed on Aerodrome Road approximately 300m from the site. Further bus routes serve Edgware Road but these are beyond the acceptable walking distance of 640m.

Hence the site records a PTAL (public transport access level) of 5, on a scale of 0 to 6, where 6 is highest. It is noted that this PTAL only applies to the area directly surrounding the station; beyond this the PTAL is 4 and below.

Overall TfL Spatial Planning welcomes the application, which will deliver a redeveloped station catering for forecast demand to the year 2041 plus 30%, supporting the planned growth in the Colindale / Burnt Oak Opportunity Area. The station scheme will deliver step-free access to Northern line services, providing a significant improvement in access to the public transport network, and supporting strategic policy objectives to increase sustainable travel and improve the overall accessibility of the transport system.

Public realm improvements are also proposed in the support of the application. These will enhance facilities for pedestrians and cyclists and have been developed with officers from Barnet Council and TfL. These improvements should be secured as part of any permission. It is recommended that in future, the public realm proposals are presented in the context of the 10 Healthy Streets indicators.

Transport Assessment

TfL Spatial Planning requests some clarification regarding the approach to trip generation and mode share presented in section 5.5 of the transport assessment (TA), as set out below.

The TA should include total person trip rates as well as the number of predicted trips. It would be useful to see a trip rate derived from a wider number of TRICS surveys, including developments with affordable homes and those with high levels of car parking and a subsequently adjusted mode share.

Table 5-4 of the TA sets out the total daily trips and predicted mode share. Given the location and type of development proposed we would expect to see a far higher proportion of peak hour trips made by London Underground than currently presented, and subsequently a lower proportion pedestrian main mode trips. This may be due to using historic Census data from 2011.

TfL Spatial Planning suggests that data from the nearby Pulse development and other recently occupied schemes are used to establish a more representative mode share for the type of proposed development. Any information on the number of delivery and servicing trips would also be helpful.

The tables in section 5.5 should also be updated to reflect that based on the latest RODS data the current AM peak hour for Colindale station is 0745-0845 an PM peak is 1730-1830.

TfL Spatial Planning will provide updated comments on the trip generation and subsequent impact of the scheme across transport modes once the above information has been provided.

Car parking

The removal of long stay commuter car parking and the proposed car-free nature of the development is strongly supported and aligns with strategic policy objectives to increase sustainable travel patterns in London and maximise use of land in locations well served by public transport.

The application form indicates provision of 10 car parking spaces for disabled persons, equating to 3% of residential dwellings as required by the draft London

Plan. The draft London Plan also requires applicants to demonstrate potential for delivery of spaces for a further 7% of dwellings. However, based on information provided in pre-application discussions about the site constraints and the fact that the application will deliver step-free access to the station, combined with local bus routes serving Colindale Avenue providing step-free travel options, TfL Spatial Planning considers that the disabled persons parking provision for the residential units is acceptable.

It is intended that future occupiers will be prohibited from applying for on-street residents' parking permits – this approach is supported by TfL Spatial Planning. It is understood that two disabled car parking spaces may be provided for the station, but this provision sits outside the planning application.

Cycle parking

Cycle parking provision for all elements of the scheme should be provided in line with the draft London Plan standards and designed in accordance with the London Cycle Design Standards. All cycle parking should be secured by planning condition.

Travel planning, servicing and construction

The framework travel plan submitted in support of the application is welcomed. TfL Spatial Planning recommends that the full travel plan, delivery and servicing plan and construction logistics plan, to be prepared in accordance with TfL's guidance are secured as part of any permission.

To summarise, the proposed provision of a redeveloped London Underground station including step-free access, alongside high density car-free residential development at Colindale is welcomed and will support a number of strategic transport objectives. As set out in this letter, TfL Spatial Planning requests clarification regarding a few areas in the Transport Assessment.

Follow Up Comments 2nd July 2019

I am writing to provide updated comments on the above named application following receipt of a TA Addendum, directly from the applicant.

In our initial comments on the application, TfL Spatial Planning queried the approach to trip generation and mode share in the TA and requested clarification that cycle parking would be provided in line with the minimum standards set out in the draft London Plan.

The revised mode share looks a lot more realistic (LU at 59.3%) and it is welcomed that cycle parking will be provided in line with draft LP standards.

Elsewhere inclusion of reference to and a light touch assessment of the proposals in relation to Vision Zero and Healthy Streets objectives is welcomed, noting that this application alongside others in the OA will deliver public realm improvements, supporting sustainable and active travel.

Therefore, TfL Spatial Planning has no outstanding comments in relation to the application.

Thames Water (TW)

Waste Comments

Following initial investigations, Thames Water has identified an inability of the existing foul water network infrastructure to accommodate the needs of this development proposal. Thames Water request that the following condition be added to any planning permission. No properties shall be occupied until confirmation has been provided that either:- all wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied. Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan. Reason - The development may lead to sewage flooding and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional flows anticipated from the new development. Any necessary reinforcement works will be necessary in order to avoid sewer flooding and/or potential pollution incidents.” The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

Thames Water would advise that with regard to surface water network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

With regard to water supply, this comes within the area covered by the Affinity Water Company. For your information the address to write to is - Affinity Water Company The Hub, Tamblin Way, Hatfield, Herts, AL10 9EZ - Tel - 0845 782 3333.

Metropolitan Police Crime Prevention Design Advisor

Detailed advise provided in relation to the proposal and request that commercial and residential buildings should achieve Secured by Design accreditation.

London Fire Brigade

No Objections

Internal Consultation responses

Urban Design

No objections raised detailed comments incorporated in officer report below.

Transport and Regeneration

No in principle objections raised. Further information requested in relation to station capacity and disabled parking provision.

Affordable Housing Officer

Advise that affordable housing should be provided at 60% rented and 40 % shared ownership.

Environmental Health

No Objections raised subject to the attachment of appropriate conditions. Further information requested in relation to air quality.

Drainage

No Objections raised subject to conditions.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

2.1 Site Description and Surroundings

The Application Site measures 0.76 ha in site area 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 a line of two storey residential properties. The red line boundary also extends to the opposite side of Colindale Avenue encompassing the bridge widening works and public realm improvements.

The site is located within the Colindale opportunity area and the surrounding area is characterised by several large scale residential developments including the completed Fairview Homes schemes (British Newspaper library and Colindale Hospital sites) to the west of the railway line and the under construction Redrow development (Colindale Gardens) to the east of the site on the opposite side of Colindale Avenue. Other major developments in the surrounding area include the St Georges development at Beaufort Park a short distance to the north east. In contrast to these more recent developments the housing located to the north and north east behind the station is lower in scale comprising of 2 storey houses and 3 storey apartment blocks in Pasteur Close and along Colindale Avenue.

2.2 Description of the Proposed Development

The Proposed Development is as follows:

Full Application

Full Planning Permission is sought for the following, with full details submitted of the proposed layout, scale, appearance, access and landscaping:

- A replacement Underground Station for Colindale;
- Associated site preparation/enabling works; and
- Landscaping and access works associated with the station.

Outline Application

Outline Planning Permission is sought for the remainder of the Proposed Development. This is hereafter referred to as 'the outline components'. With respect to the outline components, all matters are reserved for approval at a later date (to come forward through subsequent Reserved Matters Applications), except for 'access' which is submitted for approval in detail. The outline components include:

- Up to 22,902 sqm (GIA) residential (C3) floorspace;
- Up to 860 sq. m (GIA) flexible A1/A2/A3/A4/A5 and B1/D1/D2 uses;
- Associated site preparation/enabling works;
- Wider landscaping works; and
- Transport infrastructure and car parking.

3. PLANNING CONSIDERATIONS

3.1 Principle of Development

Proposed Station

Colindale Underground Station currently handles 7.1 million passenger trips per year and at peak times is used by up 4,500 people. There has been an 88% growth in use over the last 10 years and this is expected to double by 2041 as a result of developments in the surrounding area.

S106 contributions have been secured from recent planning approvals as well as the London Borough of Barnet towards improving infrastructure in the area including the provision of a new enlarged station with step free access. An adopted SPD concerning the development of the station along with the surrounding development was adopted in February 2019, which the station part of the proposal accords with in its entirety.

The principle of the Proposed Station Development is also supported by the NPPF, (Para 102) that advises that planning should actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

London Plan Policy 6.1 reflects the NPPF's strategic approach to transport by encouraging patterns and nodes of development that reduce the need to travel and improve the capacity and accessibility of public transport, walking and cycling. The

policy also states that relevant development should improve the interchange between forms of transport, particularly around major rail and underground stations.

Policy CS9 (Providing Safe, Effective and Efficient Travel) of Barnet's adopted core strategy also requires that appropriate levels of transport infrastructure is provided to accommodate development and to provide for safe, efficient and effective travel.

The Proposed Development will improve transport accessibility at the site directly through the delivery of new facilities at Colindale Underground station including step-free access to the station platforms and a new station ticket-hall. Therefore the principle of the development in transport terms accords with planning policy.

Loss of Existing Housing

The application involves the loss of existing residential units at 167-173 Colindale Avenue and Agar House. Policy DM07 of the adopted Local Plan resists the loss of residential accommodation unless it involves identified regeneration areas with large scale demolition of housing and estates which provides for the net replacement of the total residential units.

The proposal involving the replacement of these properties with an increased number of residential units would comply with this policy providing an increased number of units which exceed the number of units currently in situ on site. The loss of these properties is associated with the identified Colindale regeneration area. The demolition of these residential properties will also enable the comprehensive redevelopment of the Site (in line with the AAP and SPD) and as such is considered acceptable in planning policy.

Housing

The National Planning Policy Framework (NPPF) states that planning law requires applications for planning permission to be determined in accordance with the development plan, unless material considerations indicate otherwise. Development that accords with an up-to-date Local Plan should be approved.

London Plan Policy 2.15 promotes housing in town centres, as residential developments can address housing need and generate footfall to support town centre vitality and viability. The Mayor's Town Centre Supplementary Planning Guidance (SPG) requires strategies for town centres to be aligned closely with London-wide and borough housing strategies to ensure that future developments within and on the edges of town centres respond to the needs of diverse range of existing and new communities.

Policy 3.3 of the London Plan recognises the pressing need for more homes in London and seeks to increase housing supply to in order to promote opportunity and provide real choice for all Londoners in ways that meet their needs at a price they can afford. Barnet Local Plan documents also recognise the need to increase housing supply. Policies CS1 and CS3 of the Barnet Core Strategy expect

developments proposing new housing to protect and enhance the character and quality of the area and to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.

The supporting text to Policy CS3 'Distribution of growth in meeting housing aspirations' advises that 'encouraging greater housing development within or on the edge of some of Barnet's town centres is an option that allows mixed uses which add vibrancy and greater all round activity.

The redevelopment accords with the abovementioned policies for an intensive, mixed-use proposal which is intended to positively transform the site and the area with its uses including residential and commercial facilities as well as its design and the associated improved relationships to and connectivity with the surrounding area.

Specific aspects of the development principles of this proposal are discussed in more detail below.

Housing Density

London Plan policy 3.4 seeks to optimise the housing potential of sites. This provides a guide to appropriate density ranges for particular locations, depending on accessibility and setting.

The Transport Assessment indicates a PTAL across the existing site of Level 5 (very good) through the site.

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban	150–200 hr/ha	150–250 hr/ha	200–350 hr/ha
3.8–4.6 hr/unit	35–55 u/ha	35–65 u/ha	45–90 u/ha
3.1–3.7 hr/unit	40–65 u/ha	40–80 u/ha	55–115 u/ha
2.7–3.0 hr/unit	50–75 u/ha	50–95 u/ha	70–130 u/ha
Urban	150–250 hr/ha	200–450 hr/ha	200–700 hr/ha
3.8 –4.6 hr/unit	35–65 u/ha	45–120 u/ha	45–185 u/ha
3.1–3.7 hr/unit	40–80 u/ha	55–145 u/ha	55–225 u/ha
2.7–3.0 hr/unit	50–95 u/ha	70–170 u/ha	70–260 u/ha
Central	150–300 hr/ha	300–650 hr/ha	650–1100 hr/ha
3.8–4.6 hr/unit	35–80 u/ha	65–170 u/ha	140–290 u/ha
3.1–3.7 hr/unit	40–100 u/ha	80–210 u/ha	175–355 u/ha
2.7–3.0 hr/unit	50–110 u/hr	100–240 u/ha	215–405 u/ha

In accordance with Table 3.2 of the London Plan, the Site is located within a urban setting defined as an area “*areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 metres walking distance of a District centre or, along main arterial routes*”. Given the Site’s PTAL rating and urban locality, the London Plan seeks to provide residential densities of between 200-700 habitable rooms per hectare.

The Proposed Development results in an average density of 963 habitable rooms per hectare which exceeds the upper limit of the indicative range within the London Plan. The supporting text of London Plan Policy 3.4 confirms that the density matrix should not be applied mechanistically, and furthermore the Mayor's Housing SPG notes that build to rent schemes can be particularly suited to higher density development within town centres or near to transport nodes.

In addition the Mayor's Housing SPG sets out the exceptional circumstances where densities above the relevant density range may be justified (London Plan para 3.28A). Exceptional circumstances include the following and which are considered relevant in the case of this application:

- "Liveability" as described in section 2.2 – 2.4 of the SPG (E.g. Neighbourhood scale and provision of outdoor spaces, playspace, designing out crime, social infrastructure, dwelling standards and facilities, and sustainability)
- Exemplary design and quality
- Access to services
- Management of communal areas
- Contribution to 'place shaping'

Members attention is also drawn to emerging draft London Plan, which seeks to move away from the density matrix towards the concept of making the most efficient use of land and be developed at the optimum density.

The emerging policy advises that the optimum density of a development should result from a design-led approach to determine the capacity of the site. Particular consideration should be given to:

1. the site context
2. its connectivity and accessibility by walking and cycling, and existing and planned public transport (including PTAL)
3. the capacity of surrounding infrastructure

These comments are reflected in the GLA comments which do not raise any strategic concerns in relation to density and instead, considers that the densities across the site are broadly appropriate. Given this and the context of the application proposals, involving development immediately adjacent to Colindale Underground station and in the context of the Colindale regeneration, the proposed density is considered acceptable in principle subject to the townscape and neighbouring amenity considerations set out later in this report.

Retail and Commercial Space

The amended application proposes 860sqm of flexible use community, retail, office and commercial floorspace, predominately along the ground floor floorplates of the proposals facing Colindale Avenue.

DM11 'Development principles in the town centres advises that retail and community uses are appropriate uses within town centres. While the site location can not currently be considered a town centre, regard should be made to the developing nature of this locality, in particular in regard to proposals in adopted policy regarding the development of a new Colindale Neighbouring Centre in this location. In particular policy 7.3.11. of the CAAP advises as follows:

“Given the future proposals for the former Colindale Hospital site which includes a new transport interchange, and the opportunities for redevelopment at the Brent Works, Newspaper Library and Peel Centre sites, the focus for the new Colindale neighbourhood centre is to be located within the Colindale Avenue Corridor of Change, around the new public transport interchange and upgraded tube station. This will provide activity at a key arrival point to the area and also serve the next wave of proposed residential growth. It would further provide active frontages along Colindale Avenue helping to create a vibrant and safe environment for all users. In addition to retail provision, supporting community and leisure uses such as cafes, restaurants and bars (Use Classes A3/A4/A5) and health uses (Use Class D1) will be provided which complement existing facilities. There should be a degree of flexibility within any development proposals to reflect current market conditions in terms of the size and configuration of retail floor space when such development is brought forward.”

The proposed commercial development would accord with the aims of the SPD, helping in conjunction with the retail provision both existing and proposed on the neighbouring Colindale Avenue and Newspaper library site and the Colindale Gardens development across the road. As such the proposed commercial element is supported by Council policy and is welcomed in providing an active and vibrant frontage to Colindale Avenue.

3.2 Housing Quality

A high quality built environment, including high quality housing in support of the needs of occupiers and the community is part of the 'sustainable development' imperative of the NPPF. It is also implicit in London Plan Ch1 'Context and Strategy', Ch2 'London's Places', Ch 3 'London's People', and Ch 7 'London's Living Places and Spaces', and is explicit in policies 2.6, 3.5, 7.1, and 7.2. It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD, Residential Design Guidance SPD and CAAP policy 5.2.

Unit mix

Development plan policies require proposals to provide an appropriate range of dwelling sizes and types, taking account of the housing requirements of different groups to address housing need (London Plan Policy 3.8, and Barnet Development Management Policies DPD policy DM08). The Council's Local Plan documents

(Core Strategy and Development Management Policies DPD) identify 3 and 4 bedroom units as the highest priority types of market housing for the borough. Although, this should not be interpreted as implying that there is not a need for a full range of unit sizes.

The proposed development proposes the following indicative unit mix across the application site:

Unit Type	Tenure			Total (%)
	Private	Intermediate	Affordable Rent	
Studio	28	-	-	28 (9%)
1B2P	56	80	15	151 (48%)
2B3P	56	20	-	76 (24%)
2B4P	28	20	10	58 (19%)
Total	168	120	25	313

In terms of dwellings types which constitute family accommodation provision, the London Housing Design Guide classifies family housing as all units upwards of 2 bedroom 3 person units. It is worth noting that 58 of the 2 bed units proposed are larger 2 bed 4 person units.

The application does not propose any larger 3 and 4 bed units, however this is considered acceptable in the context of the high rise nature of the development proposals, and the need to maximise the development potential of the site in line with the SPD guidelines.

Affordable Housing

London Plan 2015 policy 3.12 seeks the maximum reasonable amount of affordable housing to be negotiated. The Barnet Core Strategy (Policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings. All of the above policies seek a tenure split of 60% social rented and 40% intermediate housing.

Emerging London Plan Policy H6 identifies a minimum threshold of 50% (by habitable room) affordable housing on public sector land. The Mayor's Affordable Housing and Viability SPG and the draft London Plan sets out a preferred tenure split of at least 30% low cost rent, with London Affordable Rent as the default level of rent, at least 30% intermediate (with London Living Rent and shared ownership being the default tenures), and the remaining 40% providing flexibility to be determined with the local planning authority.

The development proposes 50% affordable housing by habitable room with the following tenure split.

Table 6.2 – Proposed Tenure Split

		London Ownership	Shared	London Affordable Rent	Private	Total
Proposal [GLA Compliant Tenure Mix]	Tranche 1: First 35%	70% (77 units/256 hab rooms)		30% (33 units/110 hab rooms)	-	(110 units/366 hab rooms)
	Tranche 2: Next 15%	100% (47 units/156 hab rooms)		-	-	(47 units/156 hab rooms)
	Tranche 3: Remaining 50%	-		-	100% (156 units/522 hab rooms)	(156 units/522 hab rooms)
	Total	124 units/412 hab rooms (39% hab rooms)		33 units/110 hab rooms (11% hab rooms)		156 units/522 hab rooms (50% hab rooms)

In terms of the quantity of affordable housing provided, the development clearly exceeds the minimum level of 40% required by Barnet Policy and would comply with the emerging London Plan requirement for 50% affordable housing on TfL sites. However the scheme does not comply in regards to the proposed tenure split, with the affordable housing being provided in the form of 79% shared ownership and 21% London Affordable Rent.

The Council's officer housing has advised that affordable housing should be provided in line with policy i.e. at 60% rented and 40% intermediate, at least in regards to the initial 35%. The applicant has advised that they are unable to achieve this in relation to the current scheme due to the financial viability of the development.

The applicant has submitted a financial viability assessment to support this position, which the Council has had assessed by BNPP. The report from BNPP has suggested that there is sufficient profit to enable additional affordable rented accommodation to be provided on the site. However the applicant has responded to this report and challenged several assumptions in the BNPP report. The GLA viability team has also provided comments on both appraisals basically agreeing that there was a profit margin in the scheme although less than in the BNPP appraisal.

The applicant still maintains that financially the scheme needs to include some leeway to allow for any unexpected contingencies, and is unwilling to amend the affordable mix provided.

The applicant has offered to include a late stage viability review clause, which would allow for the potential for money to be paid to the Local Authority towards the provision of affordable rented accommodation on other sites in the borough. While this is not ideal, due to the need to deliver the station the affordable housing provision is considered acceptable in this instance.

Floorspace standards

Housing standards are set out in the Nationally Described Space Standards

(NDSS), the London Plan and London Housing SPG and Barnet's Sustainable Design and Construction SPD.

Table 3.3 in the London Plan provides a minimum gross internal floor area for different types of dwelling, as set out in the below table, which shows the areas relevant to the unit types in this proposal.

Table 3.3 Minimum Space standards for new dwellings (adapted from London Plan)

	Dwelling Type (bedroom/persons- bed spaces)	Gross Internal Area Standard (m ²)
Flats	1 bedroom 1 person	37
	1 bedroom 2 person	50
	2 bedroom 3 person	61
	2 bedroom 4 person	70

While the residential elements of the proposal form part of future reserved matters applications, the supporting documents advise that all residential units will be designed to accord with London Plan standards.

. Details of the outline element in Plot 11D would need to be provided as part of any future Reserved Matters application.

Lifetime Homes and wheelchair housing standards

Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst policy DM02 sets out further specific considerations. All units should comply with Lifetime Homes Standards (LTHS) with 10% wheelchair home compliance, as per London Plan policy 3.8.

In respect of LTHS, while this legislation has been abolished the applicant advises in their application submission that all units will be built to the relevant Building Regulations standards which replaced Life time homes.

In respects of wheelchair housing, the applicant has advised that 10% of units will be built to wheelchair standards and as such is in accordance with Policy. A suitable condition is attached to this affect.

Amenity space

Barnet's Sustainable Design and Construction SPD Table 2.3 sets the minimum standards for outdoor amenity space provision in new residential developments. For both houses and flats, kitchens over 13sqm are counted as a habitable room and habitable rooms over 20sqm are counted as two habitable rooms for the purposes of calculating amenity space requirements.

Table 2.3: Outdoor Amenity Space Requirements	Development Scale
For Flats: • 5 m ² of space per habitable room.	Minor, Major and Large scale
For Houses: • 40 m ² of space for up to four habitable rooms • 55 m ² of space for up to five habitable rooms • 70 m ² of space for up to six habitable rooms • 85 m ² of space for up to seven or more habitable rooms	Minor, Major and Large scale
Development proposals will not normally be permitted if it compromises the minimum outdoor amenity space standards.	Householder

The Mayor’s housing SPG sets out a requirement of 5 sq.m of private amenity space for 1 and 2 person dwellings with a further 1 sq.m per additional person.

While the residential elements of the proposal form part of future reserved matters applications, the application supporting documents advise that it is the intention to provide all units with private amenity space in accordance with the Mayor’s Housing SPG.

Playspace and Open Space

Open Space

London Plan Policy 2.18 (e) seeks to integrate green infrastructure with the wider network and improve accessibility for all. Standard 3 of the Mayor’s Housing SPG (2016) requires proposals to audit existing open space, and take *“opportunities to help address a deficiency in provision by providing new public open spaces”*. Standard 4 then provides additional details on the expected quality of new public open space, saying that proposals should demonstrate that the space:

*“is overlooked by surrounding development;
 is accessible to disabled people including people who require level access and wheelchair users;
 is designed to take advantage of direct sunlight;
 has suitable management arrangements in place.”*

Barnet’s Core Strategy (Map 10), as well as Barnet’s Parks and Open Spaces Strategy 2016-2026, identifies areas with a deficiency of open space. The application site does not fall within such an area. The Colindale Area Action Plan states that new open space piazzas and areas of high quality hard landscaping should be provided along Colindale Avenue.

While the proposal does not include any public open space, the proposals do involve increasing the amount of pavement along Colindale Avenue through the bridge widening and new station deck. This improved public realm is considered to

be in accordance with the aims of the CAAP and the Colindale Tube SPD and will improve the pedestrian experience along Colindale Avenue.

Playspace.

London Plan Policy 3.6 of the London Plan requires housing development to make provisions for play and informal recreation based on child yield, referring to the Mayor's SPG Shaping Neighbourhoods: Play and Informal Recreation 2012.

London Plan Policy 3.6 of the London Plan requires housing development to make provisions for play and informal recreation based on child yield, referring to the Mayor's SPG Shaping Neighbourhoods: Play and Informal Recreation 2012.

London Borough of Barnet Core Strategy Policy CS7 requires improved access the children's play space from all developments that increase demand, and Policy DM02 requires development to demonstrate compliance with the London Plan.

Using the Mayor's Play and Informal Recreation SPG calculator, the child yield from the development is estimated to be 55.3. Based on the child yield of 55.3 the scheme is expected to deliver 564.4 sq.m of playable space for all ages of which of a minimum the under 5 provision must be provided on site.

As the residential element of the proposals are in outline form, formalised details of play space will be provided at reserved matters stage. Notwithstanding this the plans show the potential of providing a designated play space on the roof of one of the link buildings which would satisfy this requirement.

3.4 Design

High quality design underpins the sustainable development imperative of the NPPF 2012, as well as London Plan (2016) chapter 7 'London's Living Places and Spaces', in particular policies 7.6 'Architecture' and 7.7 'Location and Design of Tall and Large Buildings'. In addition, Barnet Core Strategy DPD (2012) policies CS NPPF, CS1 and CS5 as well as Development Management Policies DPD (2012) DM01, DM02, DM03, DM05.

Design background Colindale SPD

The Colindale SPD was developed in order to provide a clear framework for the development of a planning application, which would accord with Council policies and meet the aims and aspirations of the Council for the development of this important site.

The stated aim of the SPD was 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 around the rail tracks, the existing station car-park, the embankment to the north-east of the Station, 167-173 Colindale Avenue and Agar House (1-6) Colindale Avenue; and

- Delivery of highway, public realm and bridge improvements on Colindale Avenue immediately adjacent to the Underground Station

Layout

The proposed layout follows the design principles set out in the Colindale Station SPD, with the tallest building being located to the west of the railway line with the ticket hall being located over the railway lines with a new enlarged area of public pavement providing an improved access over the current station. Commercial units are also proposed fronting Colindale Avenue in line with the SPD. It is noted however that due to the hybrid nature of the application only the station part is fixed and the outline element is only seeking permission for the horizontal and vertical limits of deviation parameter plan and as such there will be more design development at reserved matters stage.

Height, bulk, scale and massing

The Colindale SPD 4.3.1 'Built form and height' advises that given the prevailing pattern of established and recently completed development in Colindale, it is important for the station site to unify the surrounding sites and to provide cohesion in terms of built form and height. In this regard the design should define the site as the new centre of Colindale providing a new improved station and provide a high point in terms of a height strategy which surrounding development should reduce from. The SPD advises that in terms of height the marker building to the west of the railway line should be up to 28 storeys, the centre building up to 20 storeys and the eastern most block up to 8 storeys.

The application proposals are broadly in line with these guidelines exceeding the heights suggested in the SPD in 2 instances and being lower in relation to the smaller block. The reason for this was due to different interpretations of storey heights being counted from ground or first floor. The difference in height of 1 storey is not significant in relation to the scale of the buildings proposed and as such the scheme heights are considered acceptable in this instance.

Tall buildings assessment

Barnet Core Strategy CS5 defines tall buildings as buildings of 8 storeys or 26m and states that they may be appropriate in strategic locations subject to detailed assessment criteria. The list of identified appropriate locations is as follows:

- Brent Cross – Cricklewood Regeneration Area
- Colindale – Colindale Avenue Corridor of Change, Edgware Road Corridor of Change (in accordance with Policy 5.3 Building Heights in the Colindale Area Action Plan, 2010)
- Grahame Park Estate
- Stonegrove and Spur Road Estate
- West Hendon Estate.

And the Priority Town Centres of:

- Edgware

- Finchley Church End and
- North Finchley.

London Plan Policy 7.7 states that tall buildings should not have an unacceptably harmful impact on their surroundings. It states that tall buildings should be part of a plan-led approach to the development of an area and should not have an unacceptably harmful impact on their surroundings. In particular, Para. 7.7 requires tall buildings to “*relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features) particularly at street level*”.

Local Development Plan Policy DM05 ‘Tall Buildings’ further advises that:

‘Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable. Proposals for tall buildings will need to demonstrate:

- an active street frontage where appropriate
- successful integration into the existing urban fabric
- a regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline
- not cause harm to heritage assets and their setting
- that the potential microclimatic effect does not adversely affect existing levels of comfort in the public realm.

Proposals for redevelopment or refurbishment of existing tall buildings will be required to make a positive contribution to the townscape.’

The site is located within a designated tall building area. Policy CS5 identifies the Colindale Avenue corridor of change as a suitable location for tall buildings and advises that the greatest height should be in those areas adjacent to the station. This approach is reflected in the SPD which advises that the heights on this site should be higher than surrounding developments in order to provide a coherent height strategy for the surrounding area. In terms of the scale of surrounding development the stay club located directly behind the tallest tower is 18 storeys in height and a building of 26 storeys is consented as part of the Redrow Colindale Gardens development. In this context the height proposed is considered appropriate in its context providing a suitable development density in this sustainable location.

It is noted that the heights of the buildings to the east along Colindale Avenue and behind in Pasteur close are lower 2 and 3 storey buildings, however any development of this site would be unable to relate to both these properties and the wider street scene.

Detailed Design and Appearance

The only aspect of the proposed for which detailed consent is sought is the proposed station. The proposed station is of a large single storey structure with a curved cantilevered metal seam canopy utilising bronze and timber supports. Internally the scheme proposes a glued laminated roof support along with bronze and timber finishing to reflect early aeronautical materiality. The proposals will also

include artwork and information boards stressing the relationship of the area to aeronautical history.

In relation to the residential towers, the detailed finish and design will be a matter for a future reserved matters application, however indicative drawings submitted with the application illustrate how this could achieve a satisfactory visual appearance. Detailed guidance on materiality and design is provided in the adopted SPD which would be expected to be reflected in any future reserved matters application.

Visual impact and views

The applicant has submitted a townscape visual assessment in support of the proposals including a series of AVR views from key vantage points in the locality. The images show that while the development would be clearly visible the building will also be seen in the context of surrounding development and as such would not appear out of scale in short or long distance views. It is also noted that the building is supposed to act as a way finder and height point of reference and as such by its nature is going to be visible.

Heritage and Historic Assets

The applicant has submitted a heritage assessment with the application. The assessment concludes that the station which is a post war reconstruction is of low architectural merit.. While there are listed buildings in the wider vicinity, non of them are directly affected by the station development and as such should not be considered on development.

Safety, security and crime mitigation

Pursuant to London Plan policy 7.3 and Barnet Core Strategy Policy CS12, the metropolitan police were consulted in regards to the scheme. Advice has been received raising no objections to the scheme subject to the future residential accommodation achieving secured by design accreditation. Detailed advice also provided regarding preventing moped crime, anti social behaviour, vehicular terrorist attacks and the expected standards of doors and windows. It is considered that these matters will be safeguarded through the proposed highway works and future reserved matters applications.

3.5 Amenities of Neighbouring and Future Residents

Part of the 'Sustainable development' imperative of the NPPF 2012 is pursuing improvements to amenity through the design of the built environment (para 9). Amenity is a consideration of London Plan 2011 policy 2.6 'Outer London: Vision and Strategy' and is implicit in Chapter 7 'London's Living Places and Spaces'. In addition Barnet Development Management Policies DPD (2012) DM01 as well as the Sustainable Design and Construction SPD provide further requirements and guidance.

Privacy, overlooking and outlook

The Barnet Residential Design Guidance SPD states there should be a minimum distance of about 21 metres between properties with facing windows to habitable rooms to avoid overlooking, and 10.5 metres to a neighbouring garden. Shorter distances may be acceptable between new build properties where there are material justifications.

Privacy and separation to surrounding sites

All of the proposed buildings are located over 16m from the nearest building (the flank wall of 1-12 Pasteur Close) and more than 21m from any properties with rear elevations facing towards the development site. As such it is not considered that the proposals would significantly affect privacy to these adjoining units.

Privacy and separation within the site

In relation to buildings within the site, there are limited opportunities for overlooking between units and it is considered that there is no reason why all proposed units can not achieve suitable standards of privacy. The final detail of the layout of the buildings including any necessary privacy standards will form part of future reserved matters applications.

Noise and general disturbance

No significant new or cumulative operational noise impacts are identified for neighbours as a consequence of the proposed development. Whilst there is an increase in the intensity of use of the site, the use is consistent with the residential character of the wider area. The proposed commercial and community uses would be fronting Colindale Avenue and in keeping with the busy nature of this part of Colindale

In considering the potential impact to neighbours, conditions are recommended to ensuring that any plant or machinery associated with the development achieves required noise levels for residential environment. The council's environmental health team have recommended appropriately worded conditions for noise reporting and impact mitigation, extract and ventilation equipment and plant noise. It should be noted that any excessive or unreasonable noise is covered by the Environmental Protection Act 1990.

Air quality

In respect of air pollution, no significant impacts are identified by the council's environmental Health Team. The applicant has submitted additional information following a request from scientific services that demonstrate that the proposals will achieve air quality neutral.. Suitable Conditions are attached regarding ventilation and the submission of details of proposed plant and equipment.

In respect of traffic and parking impacts on air quality, the levels of parking are limited and controlled and the travel plans which will be secured as part of planning

obligations will encourage transport by other modes. In respect of the design, the scheme contributed towards overall reductions in CO2 production, having regard to energy and sustainability policies.

Wind and Micro climate

The applicant has submitted a wind and microclimate assessment with the application. The assessment as submitted showed several areas where the unmodified scheme would result in unsafe pedestrian conditions. As such the applicant was asked to explore mitigation measures which could be incorporated into the scheme to prevent this. The applicant has, as a result explored mitigation measures which can be incorporated into the scheme and retested the amended scheme. The new assessment shows that subject to the relocation of the bus stop to south west of the site (the wind conditions will be good for walking but not standing), all areas of public open space around the development will be fit for the purpose intended. A condition is attached requiring the provision of updated microclimate assessments with future reserved matters applications and to ensure the provision of the mitigation measures suggested or suitable alternatives.

Daylight and Sunlight and Overshadowing

The application is accompanied by an independent Daylight/Sunlight report prepared by GIA which provides an assessment of the potential impact of the development on sunlight, daylight and overshadowing to neighbouring residential properties and the proposed units based on the approach set out in the Building Research Establishment's (BRE) 'Site Layout Planning for Daylight and Sunlight: A Good Practice Guide'.

An overshadowing plan was also provided showing that that the properties to the rear will be overshadowed over part of the day as a result of the proposals. This is not unexpected given the high rise nature of the proposals, but is taken into account along with the daylight findings outline below.

Daylight has been assessed in terms of Vertical Sky Component (VSC), NO Sky Line (NSL) and Average Daylight Factor (ADF) and sunlight has been assessed in terms of Annual Probable Sunlight Hours (APSH) and overshadowing has been assessed against the above BRE guidelines. The BRE Guidelines provide numerical guidelines, however these are not mandatory and should not be seen as an instrument of planning policy, these (numerical guidelines) are to be interpreted flexibly since natural lighting is only one of many factors in site layout design.

Daylight: the BRE Guidelines stipulate that there should be no real noticeable loss of daylight provided that either:

The Vertical Sky Component (VSC) as measured at the centre point of a window is greater than 27%; or the VSC is not reduced by greater than 20% of its original value. (Skylight); or

The daylight distribution, as measured by the No Sky Line (NSL) test where the percentage of floor area receiving light is measured, is not reduced by greater than 20% of its original value; or

The daylight distribution, as assessed by the Average Daylight Factor (ADF) calculation which assesses the actual level of light received by a room rather than potential light. The ADF requires the achievement of values of 1% in bedrooms, 1.5% in living rooms and 2% in kitchens.

It should be noted that the London Plan guidance states that in view of London's context accepting VSC reductions exceeding 20% is acceptable. A reduction of under 30% is classified as minor adverse, under 40% moderate adverse and over 40% substantial adverse.

Sunlight: the BRE Guidelines confirm that windows that do not enjoy an orientation within 90 degrees of due south do not warrant assessment for sunlight losses. For those windows that do warrant assessment it is considered that there would be no real noticeable loss of sunlight where:

The submitted daylight and sunlight assessment assesses 14 properties located to the east and north of the proposed application site as shown on the following map.



Figure 13 – Property Map

Of these properties a total of 329 windows were assessed for daylight and 120 for sunlight. In terms of daylight 167 (50.8%) of the windows will meet the BRE criteria for Vertical Sky Component (VSC), which is the main method of assessing daylight. 225 rooms were also assessed against the No Sky line test (another method of daylight assessment) of which 186 (82.7%) of rooms pass. In relation to sunlight 76 out of the 120 rooms assessed are in full compliance with the BRE criteria for both summer and winter sunlight.

In relation to the above, the majority of the breaches are minor in nature result in a percentage change of between 20-30% over the current situation (20% is the BRE guideline) and would not be significantly affected by the proposals. Of the properties which would be affected to a greater degree, these include Colindale Avenue on the opposite side of Colindale Avenue, flat 1-2 Petri House (on Colindale Avenue) along with the properties to the direct rear of the proposals i.e. 1-6 & 7-12 Fleming Walk, 1-12 Pasteur Close and 37-42 Pasteur Close.

A detailed assessment of daylight to these windows have been provided, which show a reserved VSC levels of mostly mid teen levels to lower storey windows with some instances of high single storey levels to upper storeys and 1 ground floor window, in comparison to a target of 27%. Percentage reductions in daylight also exceed the 20% guideline in the BRE in some cases by more than 50%. In relation to the lower figures they are partly in relation to design characteristics of the affected properties such as overhanging eaves and as such are not within the ability of the developer to amend, also not all of the windows serve habitable rooms.

In relation to sunlight the properties immediately to the north are affected by either minor breaches or summer compliance and winter breaches.

The BRE guidelines explain that the BRE guidelines are not mandatory and that the guide should not be seen as an instrument of planning policy; its aim to help rather than constrain the designer. Although it gives numerical guidelines, these should be interpreted flexibly since natural lighting is only one of many factors in site layout design. In special circumstance the developer or planning authority may wish to use different target values. For example, in a historic city centre, or in an area with modern high rise buildings, a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

This flexibility is reflected in the Mayor's Housing SPD which advises as follows:

'An appropriate degree of flexibility needs to be applied when using BRE Guidelines to assess the daylight and sunlight impacts of new development on surrounding properties, as well as within new developments themselves. Guidelines should be applied sensitively to higher density development, especially in opportunity areas, town centres, large sites and accessible locations, where BRE advice suggests considering the use of alternative targets. This should take into account local circumstances; the need to optimise housing capacity; and scope for the character and form of an area to change over time.'

It is considered that these factors apply in the current scheme, with the application forming part of the Colindale regeneration area and the adopted SPD guidelines for the site. The application was amended prior to the submission of the proposals to reduce the height of the northern most block to 6 storeys increasing the retained VSC levels to the mid teen levels shown in the assessment. Any further improvement would require more significant changes to the scheme (effectively reducing the main blocks down to a similar height) which would prejudice the delivery of the scheme. As such on balance taking into account the regeneration benefits of the scheme including the provision of the new enlarged and

improvement station and the delivery of a significant amount of affordable housing it is considered that the daylight and sunlight impacts to these adjoining properties is acceptable in this instance. It is noted that any planning decision does not affect any future 'right to light' claim through which the owners of affected properties can seek financial compensation from the developer.

3.6 Transport, highways and parking

TRIP GENERATION & IMPACT

The redesign of Colindale station is based on the latest cumulative demand forecast for the station taken from TfL's strategic forecasting models that include planned and committed development in the area. This forecast demand is increased by 30% for station design purposes to ensure that sufficient capacity is provided that allows for uncertainty in future forecast demand and thereby future-proofs the design. In addition, the design of the station will have been based on demand during the identified peak hour (whatever time period this covers) within the morning and evening peak periods.

The TRICS 2018 v7.5.3 database has been used by the applicant to identify suitable sites that could be used to produce trip rates and trip generation for the Colindale station proposed residential development.

Sites with similar characteristics to the proposed development can be selected from the database which can then be used to predict the number of trips generated by the proposed redevelopment based on the number of dwellings.

The selected sites, within the Greater London area, were chosen based on:

- • Land Use: Residential
- • Sub Land Use: Flats Privately Owned
- • Comparable PTAL: 5 (Very Good) to 6b (High – Excellent)
- • Within Controlled Parking Zone

Sites with particularly high or low trip rates that could not be explained were discounted to ensure a representative trip generation was calculated for the proposed development site.

The AM and PM peak hours have been calculated by analysing this for both arrivals and departures. The AM Peak used is 0800-0900 and the PM Peak is 1900-2000. The resulting expected trips are shown below:

Table 5-2 - TRICS Residential Development Trips (Total People)

Period	Arrivals	Departures	Total
Weekday AM Peak Hour (0800-0900)	21	131	152
Weekday PM Peak Hour (1900-2000)	97	55	152
Weekday Daily Trips	677	778	1455

TRICS has also been used to estimate trip generation from servicing of the proposed development. An AM peak hour, midday peak hour and a PM peak hour were established, which were 0900-1000, 1300-1400 and 1800-1900 respectively. The estimated trip generation, based on the derived rates, is provided in Table 5-3.

Table 5-3 - Servicing Trip Generation

		West Block	Centre Block	East Block	Total
AM Peak	Arr	1-2	1-2	1	3-4
	Dep	1-2	1-2	1	3-4
Midday	Arr	3-4	2-3	1	6-7
	Dep	3-4	2-3	1	6-7
PM Peak	Arr	1-2	1-2	1	3-4
	Dep	1-2	1-2	1	3-4
Daily	Two-way	27	20	8	54

As the development proposals do not include any provision for car parking, the submitted transport assumes that 'Driving a car or van' and 'Passenger in a car or van' will not be a viable mode of transport to the development. Therefore, a bespoke 'Method of Travel to Work' modal split has been developed for the purposes of this application. Based on this the below table shows the calculated trip generation for different modes of transport when applied to the 333 dwellings proposed for the Colindale station redevelopment.

Table 5-5 - New Colindale Station Proposed Development Trip Generation

Transport Mode	Daily Total	AM Peak Hour Departures	PM Peak Hour Arrivals	Mode Share (percent)
Cyclists	25	2	2	1.7
Pedestrians	167	15	11	11.5
Total non-motorised	192	17	13	13.2
Underground	863	77	57	59.3
Bus	361	32	24	24.8
Total public transport	1224	110	81	84.1
Motorcycles	29	3	2	2.0
Taxi	10	1	1	0.7
Service vehicles	54	4	4	-
Total private motorised	93	8	7	2.7
TOTAL	1509	135	101	100 (Excl. Service Vehicles)

As can be seen from the above, the development generates low number of motorised journeys, which would not impact significant on adjoining highways such as Colindale Avenue. The impact on public transport is discussed below.

PUBLIC TRANSPORT

Tube

Colindale underground station provides access to the Northern Line, allowing passengers to travel northwards to Edgware Road and southwards to Central London and Morden. The AM peak service frequency is approximately 1 train every 3 minutes.

The proposed redesign of Colindale station is based on the latest cumulative demand forecast for the station taken from TfL's strategic forecasting models that include planned and committed development in the area. This forecast demand is increased by 30% for station design purposes to ensure that sufficient capacity is provided that allows for other unaccounted for developments in the surrounding area. In addition, the design of the station will have been based on demand during the identified peak hour within the morning and evening peak periods to address capacity issues at peak times. The residential element of the proposal itself generates an additional 1% increase in passenger numbers over the existing baseline position. The applicant has submitted supporting information demonstrating that this would not affect the capacity tolerances at the proposed station.

The comments made in public representations regarding whether any increase in the frequency of services or size of trains falls outside the remit of the current application.

Train

The nearest mainline rail station is Hendon, which is located 2.5km south from the proposed development. On the Midland Main Line, this station provides Thameslink services southbound to London, Wimbledon and Sutton and northbound services to St Albans and Luton. Night train services also serve this station, providing services between Bedford-Brighton/Gatwick Airport and Three Bridges. Mill Hill Broadway is the second nearest rail station is based 2.9km north of the site. This station also serves the Midland Main Line and runs a similar schedule as Hendon. Due to the closer proximity of Colindale tube station it is not considered that the proposals would have any significant impact upon these services.

Bus Services

There are several bus services that serve the site and surrounding roads, including two night services as shown on the following table.

Table 3-4 - Bus stop services and frequencies

Bus Stop Location	Bus Service Number	Route	Average Peak Service Frequency (buses/hour)
Edgware Road	32	Edgware to Kilburn Park	7-9
Colindale Avenue	125	Winchmore Hill to Colindale	5
Edgware Road	142	Brent Cross to Watford	5-8
Aerodrome Road	186	St Mark's/ Northwick Park Hospital to Brent Cross	10-13
Colindale Avenue	204	Edgware to Sudbury	5-8
Edgware Road	292	Borehamwood to Colindale	10-12
Colindale Avenue	303	Edgware to Kingsbury Circle	4-5
Hay Lane	324	Brent Cross to Stanmore	2-3
Colindale Avenue	N5	Edgware to Trafalgar Square	2 from 12am to 5.22am
Colindale Avenue	N16	Edgware to Victoria	2 from 12.30am to 5am
Combined weekday peak hour service frequency for the 125, 204 and 303 on Colindale Avenue			14-18

The existing combined service frequency of bus routes 125, 204 and 303, which route along Colindale Avenue, is between 28 and 36 buses per hour two-way. The number of additional bus passengers forecast to be generated by the proposed development is up to 32 during the AM peak hour. This represents approximately 1 additional passenger per bus in the peak hour. The number of additional bus trips generated by the proposed development are therefore also considered insufficient to have a material impact on bus capacities, especially as additional bus services are proposed to be introduced as part of the proposals for the wider regeneration of

the area. The application does however propose the relocation of the existing bus stop slightly further to the north east.

PARKING (CAR, CYCLE, DISABLED, VISITORS)

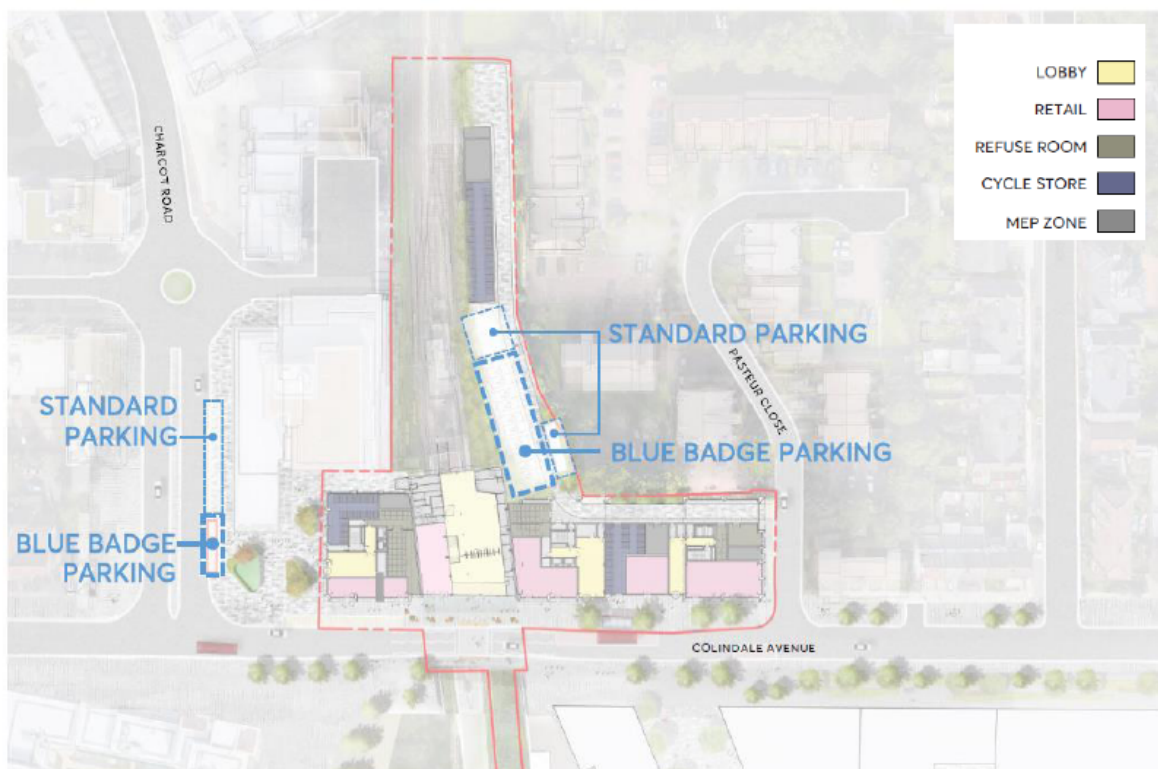
No on-street or off-street parking will be provided with the proposed development, other than Blue Badge parking for disabled users, and residents of the site will be prohibited by Barnet Council from applying for on-street residents' parking permits.

The existing public car park to the east of Colindale station that contains 25 parking spaces is replaced by the proposed development. This car park currently provides long-stay commuter parking or park and ride that allows people to drive to the station for onward travel on the Northern Line. Park and ride facilities for stations such as Colindale is no longer considered appropriate by TfL as it generates car trips that could easily be made by more sustainable modes of transport and is therefore not considered compliant with the Mayor's Transport Strategy or London Plan policies.

There are two existing blue badge parking spaces for disabled car users in the public car park to the east of Colindale station. There may be the potential to provide public Blue Badge parking spaces for the station in Charcot Road to replace those currently provided in the station car park, but this is not included in the planning application and would be subject to separate approval.

In accordance with the Colindale Underground Station SPD and The adopted London Plan, Blue Badge parking will be provided for a minimum of 3% of the proposed units and space will be protected for Blue Badge parking to be increased to 5% of the proposed units in the future as identified in the DAS. Further details of Blue Badge parking will be provided post submission and prior to the commencement of development. Blue badge parking is provided for the proposed residential development as shown on the below plan.

Figure 5-1 - Blue Badge Parking (Source: Colindale station redevelopment)

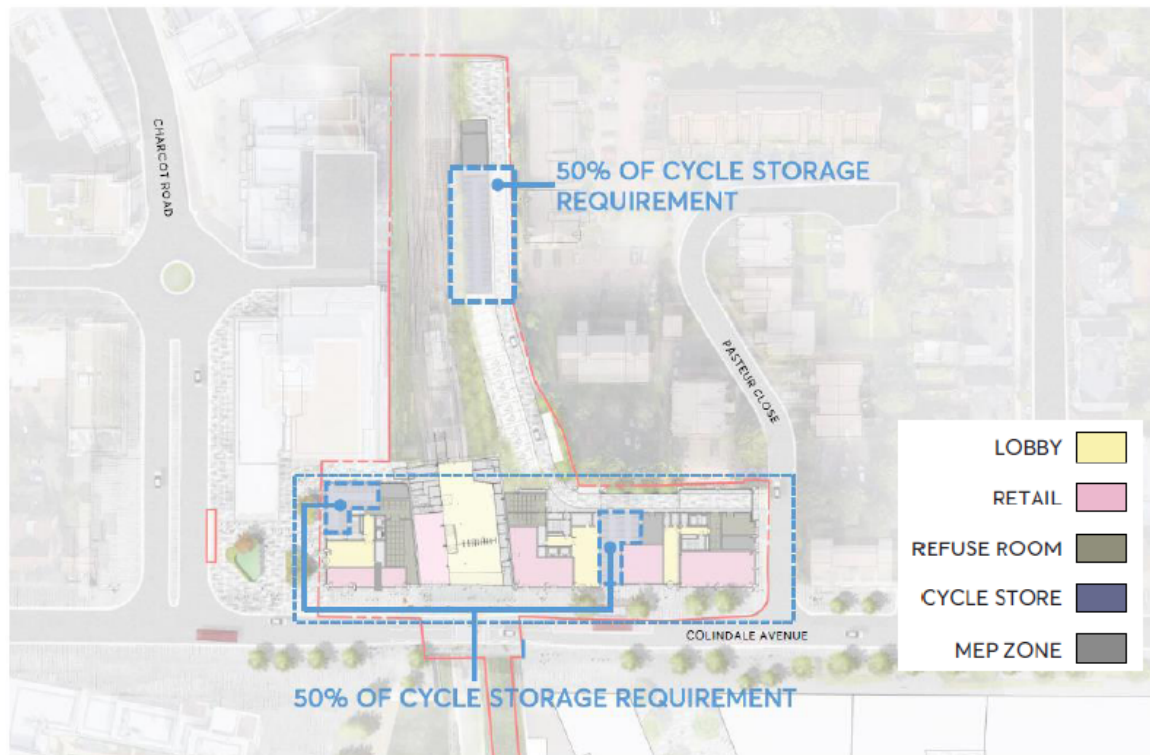


Policy DM17 allows for the provision of car free schemes in locations which benefit from high public transport accessibility levels and are located in controlled parking zones. Any consent is subject to the applicant entering into a S106 agreement preventing future residents from obtaining residential parking permits.

Given that the development is immediately adjacent to the proposed enlarged tube station and within a CPZ, this site is considered an appropriate location for car free development. While the level of disabled parking is below the 10% stipulated in policy DM17, it accords with emerging draft London Plan policy and the applicant has demonstrated how additional spaces could be provided if required. Given that the proposals include the creation of step free access to the station and given the constraints of the site this is considered acceptable in this instance.

Cycle Parking

The proposed development will contain sufficient undercover and secure cycle parking for both residents and visitors in accordance with the Draft London Plan cycle parking standards and guidance from the Cycling in Barnet report. Of the cycle parking required by the Draft London Plan, 50% will be within the building footprints and the remaining 50% will be located to the north of the site. Detailed arrangements for cycle parking will be provided post submission and prior to the commencement of any development. The location of these is shown on the below plan.



A total of 60 public cycle parking spaces will be provided for users of Colindale station and visitors to the proposed residential development. This is considered acceptable and accords with policy requirements. A plan showing the location of proposed visitor cycle parking is shown below.

ACCESS

Vehicular access to the rear car parking area, will be from Pasteur Close running behind the proposed blocks. Two servicing laybys are also shown, one directly in front of the proposed 29 storey tower in the position of the existing bus stop and one on Pasteur Close near the junction of Colindale Avenue. While the comments received from neighbouring residents in relation to these two matters, it is not considered that the proposed residential car park will result in undue disturbance due to the limited size of the car park. The loading bay is also located adjacent to the junction of Colindale Avenue and as such should not unduly impact residents living further down this road.

PEDESTRIANS & CYCLISTS

The proposed pedestrian accesses to the building are via dedicated pedestrian cores accessed at the front of the development from Colindale Avenue and the square to the west. Access to the cycle parking would be to the rear of the western building and via the service road which accesses the car park.

MANAGEMENT PLANS

A full Delivery and Servicing Plan and also a detailed Construction Environmental Management Plan are secured by condition. These would be used to control and minimize any impact of construction and delivery services. Construction staff parking will be provided within the site and managed with controls to ensure that

overspill parking at non-restricted parking areas is avoided. Waste collection is also proposed to be controlled via Refuse and Recycling Collection Strategy which is also conditioned.

A Residential Travel Plan will be introduced to cover all residential units and will include measures aimed at making people aware of the alternatives to car travel and the benefits of sustainable travel choices. The proposal will include travel voucher incentives to new residents to spend according to their preferred alternative to private car-based commuting.

The Framework Workplace Travel Plan will cover non-residential uses across the site. As there are a number of lessees expected to lease the units a Framework Travel Plan will set out the main guidelines and measures for individual Travel Plans, which in turn will be prepared by the larger individual occupiers and will feed into the framework plan. It is envisaged that occupiers of smaller units or areas will sign up to the Framework by producing Travel Plan Statements as part of their lease agreement.

3.7 Waste and Recycling

Although the NPPF does not contain specific waste policies, it does state that part of the environmental dimension to 'sustainable development' is waste minimisation (para 7). As part of London Plan 2011 Chapter 5 'London's Response to Climate Change' policy 5.17 seeks suitable waste and recycling storage provision in new developments as does the Barnet Core Strategy DPD 2012 policy CS14 which also promotes waste prevention, reuse, recycling, composting and resource efficiency over landfill.

A suitable condition is attached to ensure the provision of adequate waste and recycling facilities in accordance with the above requirements.

3.8 Energy, Sustainability, and Resources

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

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

London Plan Policy 5.2 'Minimising Carbon Dioxide Emissions' requires all residential developments to achieve zero carbon on new residential developments post 2016. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation. The Further London Plan Chapter 5 policies detail specific measures to be considered when designing schemes including decentralised energy generation (Policies 5.5 and 5.6), renewable energy (Policy 5.7), overheating and

cooling (Policy 5.9), urban greening (Policy 5.10), flood risk management and sustainable drainage (Policies 5.13 and 5.15).

Local Plan policy DM01 states that all development should demonstrate high levels of environmental awareness and contribute to climate change mitigation and adaptation. Policy DM04 requires all major developments to provide a statement which demonstrate compliance with the Mayor's targets for reductions in carbon dioxide emissions, within the framework of the Mayor's energy hierarchy. Proposals are also expected to comply with the guidance set out in the council's Supplementary Planning Documents (SPD) in respect of the requirements of the Code for Sustainable Homes.

Carbon Reduction

An Energy Report has been support of the application. The energy strategy for the project aims to achieve a minimum 35% reduction in regulated CO2 emissions below Part L 2013 of the Building Regulations for the overall residential development.

The Colindale Station falls under the TfL requirements and has been assessed only for information. A 25% reduction against Part L 2013 of the Building Regulations is sought, in line with the TfL Sustainability strategy.

For the residential development, the shortfall between the 35% reduction and zero-carbon is subject to a carbon offset payment. This is in accordance with Policy 5.2 of the London Plan and the Mayor's Housing Supplementary Planning Guidance (SPG). The Barnet London Borough applies a CO2 off-set price of £60 per tonne for a period of 30 years when determining carbon offset payments. The offset payment is applicable only to regulated CO2 emissions.

BREEAM

Any future commercial units will be expected to achieve a minimum BREEAM 'Very Good'. An appropriately worded condition is recommended for assessment at the time of detailed assessment to reconfirm the target will be achieved.

3.9 Landscaping, Trees and biodiversity

The 'sustainable development' imperative of NPPF 2012 includes enhancing the natural environment and improving biodiversity (para 7). London Plan 2016 policy 7.19 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek the retention, enhancement or creation of biodiversity.

Landscape and Open Space

While the majority of the site is covered by either buildings or hard scape, a landscaping plan has been submitted showing the provision of tree planting along part of Colindale Avenue, an element of soft planting behind the proposed block and the creation of a roof top amenity/ children's play space on the flat roof linking the two eastern blocks. In relation to hard landscaping, the final specification will be subject to highway approval but would be expected to be high quality materials and finishing in keeping with the highway improvements planned along Colindale Avenue.

Trees

The application involves the loss of some self seeded scrub trees located to the rear of the existing station car park, however a bank of trees will be retained between the car park and the railway line and at the back of the car park. The trees are not covered by a TPO and as such the applicant could remove the trees without seeking planning permission. Nevertheless as no arboricultural report has been submitted with the application a condition is attached requiring the submission and approval of a tree survey prior to the commencement of development along appropriate safeguarding measures being put in place for retained trees such as protective fencing, and appropriate replacement landscaping.

Biodiversity

The applicant has submitted a Biodiversity Report in support of their Planning Application. The Biodiversity Reports advises that the station and the houses proposed for demolition would need to be inspected prior to demolition and a dawn to dusk bat survey carried out prior to construction and that trees should only be safeguarded when possible and protected during the course of development. Suitable biodiversity enhancements should be built into the development to mitigate for any loss of habitat.

Flood risk, Water Resources, Drainage and SUDs

In support these considerations Flood Risk is considered within the submitted Environmental Statement

In respect of flood risk, the site is within Flood Zone 1 which is classified as being of low risk of flooding. The proposed development is acceptable in this zone and there is no requirement for exception and sequential testing of the acceptability of the scheme.

In relation to surface water drainage, in order to limit run off to the equivalent of green field run off rates (5l a second) as required by national, region and local plan policy, the following flood attenuation measures are proposed to be incorporated into the proposal.

Table 7-12 - Proposed storage and flow control details

Zone	Storage description	Storage volume (m ³)	Discharge rate (l/s)	Permitted discharge rate range (l/s)	Flow control diameter (mm)
Residential (West)	27 m ² underground cellular storage tank beneath external paved areas surrounding the building, 1.0 m deep. Base level: 147.9 m	24	4.5	1 – 9.8	100
Residential (East)	85 m ² underground cellular storage tank beneath access road at rear of the development, 1.0 m deep. Base level: 145.80 m	77	5.0	1 – 21.8	105
Station	70 m ² underground cellular tank, 0.5 m deep located trackside*. Base level: 144.00 m	32	8.0	1 – 14.6	138
Carpark	45 m ² underground cellular tank, 1.0 m deep located underneath the carpark. Base level: 146.20 m	45	4.5	1 – 14.6	100

Waste water will be discharged into existing sewers.

Capita Drainage as the Lead flood authority representing Barnet and Thames Water were consulted on the proposals. No objections have been raised by either party subject to the imposition of conditions.

3.10 Other matters

Utilities

In support of the application a Utilities report has been submitted in support of the application.

It is concluded that the proposed redevelopment scheme can be delivered without any abnormal utility constraints. Furthermore, given the inclusion of renewable energies and rainwater harvesting within the proposed redevelopment scheme, there are not expected to be any future capacity restrictions or abnormal reinforcement requirements.

In regards to sewer infrastructure, Thames Water have advised that they have no objections to the proposals.

Ground conditions and Contamination

In regards to potential contamination, the submitted land contamination report outlines the remediation works which will form part of any redevelopment proposals. Subject to the attachment of suitable conditions scientific services raise no objections to the proposal.

3.11 Environmental Impact Assessment Regulations

The Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 (hereafter referred to as ‘the Regulations’) requires that for certain planning applications, an Environmental Impact Assessment (EIA) must be undertaken.

The Regulations apply to two separate lists of development project. Schedule 1 development for which the carrying out of an Environmental Impact Assessment (EIA) is mandatory and Schedule 2 development which require the carrying out of an EIA if the particular project is considered likely to give rise to significant effects on the environment. The proposed development does not fall within Schedule 1 of the regulations.

The development described in the documentation submitted is considered to be of a description identified in column 1 of Schedule 2 of the Regulations. The development described in the submission is deemed to fall within the description of Infrastructure projects and more specifically urban development projects (paragraph 10(b)).

As a development falling within the description of an urban development project, the relevant threshold and criteria in column 2 of Schedule 2 of the Regulations is that the area of development exceeds 5 hectares or 150 dwellings. This does not however mean that an Environmental Impact Assessment is required.

The planning application is supported by a comprehensive package of technical and environmental assessment work covering microclimate, daylight/sunlight, heritage, ecology, flooding/drainage, transport, energy, sustainability, noise/vibration, townscape visual and geo-environmental matters. These assessments confirm that the proposed development will not give rise to significant environmental effects.

The characteristics, location and the impacts of the development proposed are described in significant detail in other sections of this report and so are not repeated here. Having considered the characteristics of the development, the location of the development and the characteristics of the potential impacts of the proposal (the criteria set out in Schedule 3 of the Regulations) it is concluded that in each of these respects and taken in totality the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations.

The proposal is not situated in (or partially within) a particularly environmentally sensitive or vulnerable location and is not a development with unusually complex or potentially hazardous environmental effects. This is considered to support the conclusion that the proposal would not be likely to give rise to significant effects on the environment in the sense intended by the Regulations and as such it is considered that no Environmental Impact Assessment is required.

3.12 Viability, Planning Obligations & CIL

S106 obligations & viability

Policy CS15 of the Barnet Local Plan states that where appropriate the Council will use planning obligations to support the delivery of infrastructure, facilities and

services to meet the needs generated by development and mitigate the impact of development.

The full list of planning obligations is set out in the heads of terms to this report.

In summary the scheme includes **50%** affordable housing by habitable room which will be secured by legal agreement, along with other contributions such as carbon offset payments along with the highway works to address the improvement works to Colindale Avenue. Other obligations include a late stage viability review, travel plan requirements and a restriction preventing future residents applying for parking permits.

LB Barnet CIL

As noted in SPD para 2.2.11, the purpose of Barnet's CIL is to secure capital funding to help address the gap in funding for local infrastructure. The money raised by Barnet's CIL will be used to pay for infrastructure required to mitigate the impact of development across the Borough.

Pursuant to the LB Barnet Planning Obligations SPD, the CIL charging rate is £135 per sqm. In the case of Barnet's CIL, ancillary car parking space is not chargeable (SPD Para 2.2.14).

Mayoral CIL

Pursuant to the Table 3: Mayoral CIL Charging Rates of the Mayor's April 2013 SPG 'Use of planning obligations in the funding of Crossrail, and the Mayoral Community Infrastructure Levy', a flat rate charge of £35 applies to the application, this

In total approximately the applicant's supporting documents indicate that £8,524,820 will be payable under both Barnet and Mayoral Cil before affordable housing relief is taken into account.

4. EQUALITY AND DIVERSITY ISSUES

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

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

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

- age;
- disability;

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

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant planning permission for this proposed development will comply with the Council's statutory duty under this important legislation.

The proposal would allow for the introduction of step free access to Colindale Station opening up the use of the public transport facility to disabled and less ambulant passengers.

A minimum of 10% of the proposed residential units will be wheelchair adaptable and the development includes level, step-free pedestrian approaches to the main entrances to the building to ensure that all occupiers and visitors of the development can move freely in and around the public and private areas.

Level access from proposed dedicated parking spaces for people with a disability to the proposed residential units is provided.

The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all.

5. RESPONSE TO OBJECTORS

The majority of comments outlined in public comments have been addressed elsewhere in this report in relation to design, neighbouring amenity and the impact on adjoining roads and the public transport network. In relation to the impact on services it is noted that a new primary school is being delivered as part of the Colindale Gardens development and that other schools provided to accommodate population grown include the new Saracens School and the expansion of St James's school. In relation to health, floorspace for a new health centre is being provided as part of the Colindale Gardens development directly across the road from the proposal and it is not considered that the proposal would unduly impact upon local services.

Issues concerning property rights in relation to the loss of the existing residential properties is a private matter between the parties and if necessary at any future CPO Inquiry.

6. CONCLUSION

In conclusion, the scheme is considered acceptable on balance having regard to relevant national, regional and local planning policies and guidance.

The proposal would provide a new and enhanced underground station serving Colindale which would provide increased capacity to cater for the increased (and increasing) population of Colindale. The scale and the height of the proposed residential accommodation is considered appropriate in its context broadly complying with the adopted Colindale SPD.

The proposed car free nature of the scheme is considered acceptable due to its location immediately adjacent to the train station. Due to the site's location within a CPZ it is not considered that the proposal would result in problems of overspill parking in surrounding roads.

The amenities of neighbouring residential occupiers are not considered to be impacted by the proposals, to the extent that would warrant the refusal of the scheme.

The scheme deals with its waste and recycling requirements and in terms of energy and sustainability, a range of measures are proposed including a carbon offset payment to achieve mayoral standards for a reduction in CO2 emissions.

The scheme has also considered utilities provision and contamination and appropriately worded conditions are recommended. The scheme is considered to be appropriate and acceptable having regard to the full range of considerations in this report including the stated policies and guidance.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to referral to the Mayor of London and subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** is recommended subject to conditions as set out above.

SITE LOCATION PLAN: Colindale Underground Station NW9 5HJ

REFERENCE: 19/0859/OUT

