

LOCATION: Douglas Bader Park Estate, London, NW9.

REFERENCE: 20/6277/FUL **Received:** 24 December 2020
Accepted: 15 January 2021

WARD: Colindale **Expiry:** 16 April 2021

APPLICANT: Home Group/ Hill

PROPOSAL: Full planning permission for comprehensive phased redevelopment of the site comprising demolition of the existing buildings and re-provision of up to 753 residential dwellings (Use Class C3) in buildings of up to 9 storeys with associated car and cycle parking public and private open spaces ancillary structures, and all other necessary enabling works, roads and services

Application Background and Summary

Douglas Bader Estate is located in Colindale to the north west of the Grahame Park Estate, the redevelopment of which was granted in July 2020, following an earlier Committee resolution in March 2020.

The existing Estate extends to approximately 3.9ha and comprises 271 existing residential units. The units comprise a mix of two and three storey terrace/semi-detached houses and three/four storey flat blocks across four cul-de-sac roads to the west off Clayton Field (Linklea Close, Highlea Close, Brooklea Close and Parklea Close).

Plans for the redevelopment of the Estate have been progressed over the last couple of years, and in accordance with current mayoral policy a residents ballot was held in May 2019. The results of the ballot were as follows:

- **90.5%** of eligible residents voted in the ballot
- **75.4%** of voters voted in favour of the regeneration

The current application planning application reference [20/6277/FUL] has been developed, and follows extensive pre application discussions with existing residents of the estate (both leading up to and following the ballot) along with neighbouring properties and between the applicant and Barnet Council along with pre application discussions with the GLA.

The description of development is as follows:

Full planning permission for comprehensive phased redevelopment of the site comprising demolition of the existing buildings and re-provision of up to 753 residential dwellings (Use Class C3) in buildings of up to 9 storeys with associated car and cycle parking public and private open spaces ancillary structures, and all other necessary enabling works, roads and services

The application is referable due to the mayor of London as the development falls within identified criteria as defined under the Town and Country Planning (Mayor of London) Order 2008.

RECOMMENDATION

Recommendation 1

The application, being one of strategic importance to London, 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 Head of Development Management:

Heads of Terms will be reported in full in the Addendum Report to the Strategic Planning Committee meeting of the 1st June 2020.

Recommendation 3

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Service Director Planning & Building Control or Head of Strategic Planning to approve the planning application reference 19/5493/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 Report to the

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

The determination of planning applications is made mindful of Central Government advice and the Local Plan for the area. It is recognised that Local Planning Authorities must determine applications in accordance with the statutory Development Plan, unless material considerations indicate otherwise, and that the planning system does not exist to protect the private interests of one person against another.

The revised National Planning Policy Framework (NPPF) was published on 19th February 2019. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth.

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The NPPF states that 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.... being clear about design expectations, and how these will be tested, is essential for achieving this". The NPPF retains a presumption in favour of sustainable development. This applies unless any adverse impacts of a development would 'significantly and demonstrably' outweigh the benefits.

The Mayor's London Plan 2021

The new London Plan which sets out the Mayor's overarching strategic planning framework for the next 20 to 25 years was adopted on the 2nd March 2021 and now supersedes the previous Plan (2016).

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

Chapter 1

GG1 Building strong and inclusive communities

GG2 Making the best use of land

GG3 Creating a healthy city

GG4 Delivering the homes Londoners need

GG5 Growing a good economy

GG6 Increasing efficiency and resilience

Chapter 2

Policy SD1 Opportunity Areas

Policy SD3 Growth locations in the Wider South East and beyond

Policy SD10 Strategic and local regeneration

Chapter 3

Policy D1 London's form, character and capacity for growth

Policy D2 Infrastructure requirements for sustainable densities

Policy D3 Optimising site capacity through the design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D6 Housing quality and standards

Policy D7 Accessible housing

Policy D8 Public realm

Policy D9 Tall Buildings

Policy D11 Safety, Security and resilience to emergency

Policy D12 Fire safety

Policy D14 Noise

Chapter 4

Policy H1 Increasing housing supply

Policy H2 Small sites

Policy H3 Meanwhile use as housing

Policy H4 Delivering affordable housing

Policy H5 Threshold approach to applications

Policy H6 Affordable housing tenure

Policy H7 Monitoring of affordable housing

Policy H8 Loss of existing housing and estate redevelopment

Policy H10 Housing size mix

Policy H11 Build to Rent

Chapter 5

Policy S4 Play and informal recreation

Policy S5 Sports and recreation facilities

Chapter 7

Policy HC3 Strategic and Local Views

Policy HC4 London View Management Framework

Chapter 8

Policy G1 Green infrastructure

Policy G4 Open space

Policy G5 Urban greening

Policy G6 Biodiversity and access to nature

Policy G7 Trees and woodlands

Chapter 9

Policy SI 1 Improving air quality

Policy SI 2 Minimising greenhouse gas emissions
Policy SI 3 Energy infrastructure
Policy SI 4 Managing heat risk
Policy SI 5 Water infrastructure
Policy SI 6 Digital connectivity infrastructure
Policy SI 7 Reducing waste and supporting the circular economy
Policy SI 8 Waste capacity and net waste self-sufficiency
Policy SI 12 Flood risk management
Policy SI 13 Sustainable drainage
Policy SI 17 Protecting and enhancing London's waterways

Chapter 10

Policy T1 Strategic approach to transport
Policy T2 Healthy Streets
Policy T3 Transport capacity, connectivity and safeguarding
Policy T4 Assessing and mitigating transport impacts
Policy T5 Cycling
Policy T6 Car parking
Policy T6.1 Residential parking
Policy T6.2 Office parking
Policy T9 Funding transport infrastructure through planning

Chapter 11

Policy DF1 Delivery of the Plan and Planning Obligations

Mayoral Supplementary Guidance

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.

The Mayor's Climate Change Mitigation and Energy Strategy (October 2011)

The strategy seeks to provide cleaner air for London. This strategy focuses on reducing carbon dioxide emissions to mitigate climate change, securing a low carbon energy supply for London and moving London to a thriving low carbon capital.

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.

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.

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.

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.

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.

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)

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

Better Homes for Local People The Mayor's Good Practice Guide to Estate Regeneration

Sets out the Mayor's policies for Estate Regeneration.

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.

Grahame Park Supplementary Planning Document 2016

The Grahame Park SPD provided site specific advice for the development of Stage B of the Grahame Park Estate, which adjoins the Douglas Bader Estate.

Local Supplementary Planning Documents:

Sustainable Design and Construction (April 2013)

Planning Obligations (April 2013)

Barnet's Local Plan (Reg 18) 2020

Barnet's Local Plan -Reg 18 Preferred Approach was approved for consultation on 6th January 2020. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for 67 sites. It is Barnet's emerging Local Plan.

The Local Plan 2012 remains the statutory development plan for Barnet until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the 2012 Local Plan, while noting that account needs to be taken of emerging policies and draft site proposals.

1.2 Key Relevant Planning History

The existing residential units were originally granted permission on 22nd March 1972 (ref. W01731AJ) for the erection of 270 dwellings with the necessary roads and services.

A subsequent application was also approved on the 8th November 2004 for Construction of new pitched roofs to existing blocks. Recladding of all elevations. Replacement of stairwell windows. Installation of railings to balconies.

In relation to relevant applications outside the applications site, the most pertinent is the recent approval of the Grahame Park Development which adjoins the south

eastern part of this development. Outline Approval was granted on the 31st July 2020 for the following development:

Hybrid planning application for the demolition of 630 residential units and existing commercial, retail and community floorspace, and the phased redevelopment of Plots 10-12 of Grahame Park comprising a full planning application for the redevelopment of Plot A and an outline planning application for the redevelopment of Plots B to Q for up to 2,088 residential units and up to 5,950sqm (GEA) of flexible non-residential floorspace.

Full planning permission is sought for the demolition of 113 existing homes and the redevelopment of Plot A comprising the erection of 5 buildings between 3 and 11 storeys to provide 209 new homes and 440sqm (GEA) of non-residential floorspace (Use Class A1, A2, A3, B1), landscape, public open space and public realm, associated car parking, cycle spaces and other associated works.

Outline planning permission (scale, layout, landscaping and appearance reserved) for the demolition of 517 existing residential units, buildings and structures on Plots B to Q, and the redevelopment of the site in a series of phases to provide up to 1,879 new homes and up to 5,510sqm (GEA) of non-residential floorspace within classes A1, A2, A3, A4, B1, D1 and D2 including a community centre and childrens day nursery in buildings ranging in height from 3 storeys to 15 storeys, with associated public open space, hard and soft landscaping, public realm, car parking spaces, and cycle parking spaces, stopping up and diversion of Lanacre Avenue and associated works.

1.3 Pre-application Consultation by the Applicant

The applicant has undertaken multiple consultations with both existing residents on the estate as well as the surrounding area including 4 design workshops in 2017 before the ballot to establish residents view on what could be improved on the estate and options thereof. Subsequently a residents ballot was held in May 2019. The turn out for this ballot was 90% and over 75% of residents voted in favour of comprehensive redevelopment of the estate. Subsequent to the ballot further post ballot engagement was carried out, although this was to some extent affected by the Covid 19 pandemic and two virtual exhibitions were held, and leaflets and telephone surveys were also carried out. In relation to the wider community two wider virtual exhibitions were held prior to the submission of the planning application.

The applicant has also undertaken extensive pre application discussions with the London Borough of Barnet and the GLA as well as other local key stake holders including ward councillors.

1.4 Public Consultations by the Council and Views Expressed

Public Consultation

1384 local residents were consulted on the planning application by letter on

15.01.2021. The application was advertised in the local press on 19.01.2021 and site notices were put up on site on 21.01.2021. 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 56 responses have been received, of which 39 were in opposition to the scheme including a petition signed by 19 residents of Birch Green, 3 neither supporting or opposing the scheme and 14 in favour.

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.

Existing estate has good community which will be broken up.

Existing residents living in houses offered flats in new development which is not like for like.

Poor appearance of estate is because repairs stopped in last couple of years

Provision of mostly flats doesn't take lessons of covid into account.

Quantity of development increased significantly since Ballot

Proposal would add to overcrowding in Colindale

Homes and gardens destroyed to build luxury flats

Potentially residents will have to be double decanted. Resident in question disabled and elderly with mobility needs and need a single permanent move, with appropriate car parking space adjacent to dwelling, not accounted for in proposed redevelopment.

Moving from a house and garden to a high rise flat not desired

753 dwellings represent significant increase over existing estate of 271 homes.

Proposal will cause loss of light to neighbouring properties.

Proposal will cause overlooking of neighbouring properties

Proposal would not provide additional affordable housing only private housing;

Impact on local infrastructure i.e. schools, parks, doctor's etc as a result of increased population.

Proposed flats out of scale and character with surrounding properties which are generally low rise terraced properties.

Proposal would affect birds and other wildlife'

Increased light and noise pollution as a result of the development;

Insufficient car parking at present around Grahame Park, proposal would make this situation worse and even harder to find car parking space.

Insufficient car parking proposed for new dwellings which will add to local problems pollution, traffic, people and even crime.

Height of development at 9 storeys excessive;

Vulnerable people should not be housed in high rise dwellings

Colindale tube station overcrowded as well as buses development will add to this.

Need more greenspace and infrastructure for children rather than more development.

Sociologist should have been consulted as more high flats of lower income families will add to problems on the estate.

Applicant has other properties in the borough with flammable cladding should remove this before starting new projects;

Applicant has previously built substandard dwellings!

Road safety implications as a result of increased development

Need to invest in infrastructure in Colindale to support all the development

Proposal will add to the over development of Colindale

Proposed

is a risk to safety due to potential overcrowding, light and noise pollution.

No guarantee existing residents will be rehoused potentially losing key workers from the area.

Proposed uncertainty in relation to being redevelopment and rehousing when already stressed due to covid pandemic.

Proposal will result in the loss of many existing trees on the site.

Existing residents will not get sufficient parking spaces on redevelopment site

Feel applicant has misled residents!

Existing estate green and pleasant, development will destroy this;

Consideration should be given to neighbouring residents in relation to available parking spaces, light, air pollution, street litter, anti-social behaviour, green spaces, trees, Wifi connection, infra structure, health service, schools, community centres, shops etc.

Summary of main points raised by members of the public neither in support or opposition to the scheme.

Query whether planning permission has been issued for the scheme

Query over how disabled mother's housing needs will be taken into account

Concern that family will be split apart when rehoused i.e. grandmother in one property and son and their children in another, when both are carers to each other.

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

Will enable resident to get accommodation that suits their needs including provision for special needs child.

Area in desperate need of vast improvement to housing, public open spaces, area's for children and improvement of ASB, and this development will help deliver it.

Proposal will allow this development to be on a par visually with other parts of Grahame Park which have been developed.

Security problems with existing estate design;

The regeneration 100% needs to proceed.

I write to confirm my support of the regeneration of Douglas Bader Park.

Current flats are old and decrepit. Cramped, suffer with mould, terrible to heat in winter and not economic at all.

New build desperately needed.

No cladding will be used (contrary to some objection comments) and residents consulted on brick types;

The plans look good, larger properties, better street layout, and good use of space. I can't wait to move in!

Current property overcrowded will get new property which meets their housing needs;

Problem of drug addicts outside existing properties which proposal will help solve.
Proposed new estate looks good and will enhance the area.

Officer Comment

All of the above representations have been taken into account in the officer assessment below.

Elected Representatives.

No comments received from these bodies

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.**

The proposal

Estate regeneration comprising the comprehensive phased redevelopment to construct up to 753 residential homes (40% affordable) in buildings of up to 9 storeys, with associated car and cycle parking, public and private open spaces ancillary structures, and all other necessary enabling works, roads and services.

The applicant

The applicant is Home Hill LLP and the architect is Levitt Bernstein.

Strategic issues summary

Principle of estate regeneration: The application would ensure the like for like replacement of existing social rent accommodation, with an overall net increase in low cost rented floorspace and would comply with the Mayor's key principles for estate regeneration. A ballot has been undertaken in which 75% of residents voting supported the proposal (paragraphs 17 to 31).

Housing and affordable housing: 40% affordable housing by habitable room is proposed (in gross terms), comprised of social rent and London Affordable Rent units, with social rent proposed for existing residents exercising their Right to Return. The phasing and decant process proposed is supported and should be secured. Affordability levels should be clarified and secured. Further discussion is required on the applicant's FVA is to determine whether the scheme is providing the maximum viable amount of affordable housing. Early and late stage viability review mechanisms are required (paragraphs 32 to 40).

Urban design and heritage: The design, layout, height, massing, density and residential and architectural quality of the scheme is supported and would achieve a high standard of urban design. No impact on heritage assets has been identified (paragraphs 41 to 58). Climate change: The energy, drainage, tree retention and urban greening strategies are generally acceptable. However, further urban greening through green roofs should be incorporated alongside solar panels (paragraph 59 to 65).

Transport: Car parking and cycle parking complies with the London Plan 2021 standards. A further reduction in car parking is encouraged. Further discussion is required on the applicant's trip generation and mode share assessment. A financial contribution towards Colindale Station and enhanced bus services should be secured, as well as public realm improvements (66 to 76).

Recommendation

That Barnet Council be advised that, whilst the scheme is broadly supported, the application does not fully comply with the London Plan, for the reasons set out in paragraph 80 of this report; however, the possible remedies set out in that paragraph could address these deficiencies.

Conclusion

80 London Plan 2021 policies on estate regeneration, housing supply, housing and affordable housing, play space, urban design, climate change, trees, urban greening and transport are relevant to this application. The proposals are broadly supported but do not fully comply with the London Plan 2021, as set out below:

- **Principle of estate regeneration:** The application would ensure the like for like replacement of existing social rent accommodation, with an overall net increase in low cost rented floorspace and would comply with the Mayor's key principles for estate regeneration as set out in the London Plan 2021 and GPGER. A ballot has been undertaken in which 75% of residents voting supported the proposals.
- **Housing and affordable housing:** 40% affordable housing by habitable room is proposed (in gross terms), comprised of social rent and London Affordable Rent units, with social rent proposed for existing residents exercising their Right to Return. The phasing and decant process proposed is supported and should be secured. Affordability levels should be clarified and secured. Further discussion is required on the applicant's FVA is to determine whether the scheme is providing the maximum viable amount of affordable housing. Early and late stage viability review mechanisms are required.
- **Urban design and heritage:** The design, layout, height, massing, density and residential and architectural quality of the scheme is supported and would achieve a high standard of urban design. No impact on heritage assets is identified.
- **Climate change:** The energy, drainage, tree retention and urban greening strategies are generally acceptable. However, further urban greening through green roofs should be incorporated alongside solar panels.

• **Transport:** Car parking and cycle parking complies with the London Plan 2021 standards. A further reduction in car parking is encouraged, Further discussion is required on the applicant’s trip generation and mode share assessment. A financial contribution towards Colindale Station and enhanced bus services should be secured, as well as public realm improvements. Car parking and cycle parking complies with the London Plan 2021. The submission and approval of a final delivery and servicing plan and construction logistics plans should be secured by condition. A Framework Travel Plan has been submitted. The applicant should further enhance measures to promote cycling. The final Travel Plan shall be secured by Section 106 agreement.

Transport for London (TfL)

We have now considered the comments from Mike Savage of Arup in relations to trip rates, mode share and bus capacity.

The trip generation and mode share estimate in the TA has taken into account of existing affordable/ social housing residents to be re-housed into the proposal as well as private residential units which provides the majority of the additional units over and above the existing quantum.

While TfL accepts that assumption that there will be no significant change to mode share by existing residents to be re-housed; however travel behaviour from the new private residential units residents are expected to be significant different from the existing residents, thanks for restrained parking provision on site, as well as that that future demographic will be more likened to other developments in the area such as Colindale Gardens. It is worthwhile to note that over 80% of the proposed units are smaller size 1-2 beds units. I also note that there is no plan for significant increase in employment space in the local area, as more existing industrial/ office space are be re-developed into housing in the Colindale/ Hendon area; that’s mean majority of new residents would have to commute to work outside the local area in future.

As such, TfL has reviewed the mode share estimate to reflect this and the below table based on the net trip generation considered to be more robust than the original estimate set out in Table 43 of the submitted TA.

Revised Net Trip Generation

MODE	Trips (AM)	Proportion (%)	Trip PM	Proportion %
Tube	55	24%	38	20%
Train	20	9%	13	7%
Bus	47	21%	35	18%
Taxi	3	1%	3	2%
M/c	2	1%	2	1%
Car Driver	35	15%	42	22%
Car Pax	12	5%	14	7%

Bike	8	4%	2	1%
On Foot	41	18%	36	19%
LGV	3	1%	7	4%
OGV	0	0%	0	0%
Total	226	100%	192	100%

You may note that the newly adjusted mode share has increased the mode share of Tube/ train, buses, reduced car and car passenger trips; but somehow also lowered the proportion of walking trips, this is due to the increased proportion of people requiring to commute further afield for employment purposes beyond normal walking distances; which some of these trips have been transferred to PT modes.

Underground Mode

There is a significant difference on the Rail/ Tube mode forecasted between this proposal and the Stage 3 Colindale Garden proposal which I referred in previous correspondence. In light of reasons discussed above, it is in TfL's opinion that the proposal in question is highly likely to attract more rail/ tube commuters than for Grahame Park development, but lower than Colindale Gardens; the lack of significant increase of employment space locally also means workers would have to commute some distance to work. As such, it would be appropriate to consider that the proportion of Underground mode share would increase to 24% and rail to 9%

On the basis of that 93 additional Underground trips would be generated from the development, TfL would seek a proportional contribution of £52,540 (index linked) toward Colindale Underground Station in line with the agreed methodology already adopted for other developments in the Colindale AAP area, this is based on additional number of trips generated. The station caters for 5,230 (2017) weekday AM and PM peak only trips. This is forecast to increase to 8,770 by 2041. The current forecast uplift is 3,540.

The development is forecast to generate 93 LU peak trips (2.6% of this uplift), assuming a funding requirement of around £2m work using the 2.6% of trips figure against the £2m.

2017 – 5,230 [weekday AM and PM peak hour only]

2041 – 8,770 [weekday AM and PM peak hour only]

Number of overall trips – 3,540

From this site = 93 daily journeys [weekday AM and PM peak hour only]

% of the 2041 increase = 2.6%

Funding gap = £2m

Contribution could be 2.6% of £2m = £52,540

Bus Trip and contribution

On bus trips, it is noted that Table 44 in the TA includes the assignment of only 20% of the Underground trip to buses as a connecting trip with the remaining 80%

will be on foot between the tube station and the proposal. TfL does not agree with this proportion for this reasons:

1. The distance between Colindale Station and the most southern end of the proposal is already over 960m, the usual catchment area for tube station, with the shortest walking route of 1.3km.
2. The environment of the walking routes are not particular friendly, especially in darker hours.
3. There is no shelter en-routes between the proposal and Colindale Station for shielding from adverse weather.
4. Waiting time for buses can be mitigated by passengers using Live bus timing app to reduce waiting time.

Therefore, it is more prudent to consider that at least 35% of the tube passengers would use the local buses for connecting trip, despite there may be some congestion en-route. This means at least 19 tube passengers will join the 47 bus passengers to travel on local bus services, which equates to a total of 66 passengers.

As such, TfL would seek a financial contribution toward local bus service improvement based on the proportion of bus occupation $66/75$ (capacity for 1 double decker bus) x £97.5K (annual run cost) x 5 years = **£429,000**

In conclusion, TfL seeks a financial contribution of £52,450 (index linked) toward Colindale Station Improvement, and a sum of £429,000 (index linked) toward mitigating bus service capacity impact from the proposal.

Officer Comment:

The comments from TfL are noted, a contribution towards bus services would however only be justified if this money was used towards an enhancement of bus services i.e. funding an additional bus service on the route in order to address capacity issues caused by the increase in passenger numbers. Further clarification will be sought as part of the Stage 2 referral process.

Thames Water (TW)

Waste Comments

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.

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

There are public sewers crossing or close to your development. If you're planning significant work near our sewers, it's important that you minimize the risk of damage. We'll need to check that your development doesn't limit repair or maintenance activities, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

<https://developers.thameswater.co.uk/Developing-a-large-site/Planning-your-development/Working-near-or-diverting-our-pipes>.

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.

Affinity Water

Thank you for consulting us on the above applications. Regeneration will likely mean a number of changes to our services here and we would as that the developer engages with our Developer Services section as soon as possible. This can be done through the My Developments Portal (<https://affinitywater.custhelp.com/>) or aw_developerservices@custhelp.com.

You may be aware that water efficiency measures are also required by the Building Regulations. The building regulations set a specific water use standard that is appropriate for all new development proposals. Part G2 of the Regulations requires a maximum of 110 litres per person per day in an areas designated as water stressed areas **where a condition that the dwelling should meet the optimum requirement is imposed as part of the process of granting planning permission.**

If you are minded to approve the Application, it is essential that a water efficiency condition is imposed on the development. It is important that the details are finalised as soon as possible, and before works commence on-site. An example of the condition we request is imposed is provided below:

Prior to works commencing on site, details of how the development will incorporate a mix of rainwater and greywater harvesting, and water efficient fixtures, fittings and landscaping to achieve compliance with the target of 110/litres/person/day must be submitted to the Local Planning Authority for approval. The development will be constructed in accordance with the approved details and maintained in perpetuity.

Reason: To improve that the additional dwellings do not adversely affect the ability to supply water to the area as a whole, and ensure the meet the definition of sustainable development with regard to the efficient use of water, as required by the National Planning Policy Framework and Part G2 of the Building Regulations.

Metropolitan Police Crime Prevention Design Advisor

Thanks for inviting comments from the MPS in respect of this application.

In summary, I do not object to this application but as per my comments, would respectfully request your consideration to include a planning condition for the development to achieve SBD accreditation. This would appear achievable from the plans submitted.

Internal Consultation responses

Urban Design

No objections raised detailed comments incorporated in officer report below.

Transport and Regeneration

No Objections raised subject to the attachment of appropriate conditions. Detailed comments incorporated in officer report below.

Waste and Recycling

Street Scene Operations approve of the waste strategy for this application.

Affordable Housing

We are in conversation with Home Group about this, but please keep us involved in the all the planning conversations.

Green Spaces

No objections raised subject to the inclusion of the following S106 obligation.

Section 106 obligation as follows; Parks and Open Spaces Contribution means the sum of £50,640.46 Index Linked towards the improvement and enhancement of Heybourne Park within the London Borough of Barnet as identified by the Parks and Open Spaces Officers or such other appropriate officer to be allocated between any or all of the following objectives in such proportions as the Council in its absolute discretion considers appropriate(a) Provision of drainage to playing pitches and grounds of amenity land(b) Buildings and fencing improvement within Parks and Open Spaces(c)Project Management Consultation for improvements(d) Improvements to sports courts(e) Improvements to children's play area(f) Safety in parks including soft and hard landscape improvements(g) Disability access improvements

Environmental Health

No Objections raised subject to the attachment of appropriate conditions regarding construction method extraction, noise mitigation, air quality and contamination.

Trees and Landscape

Detailed comments provided regarding tree protection and proposed landscaping. Comments incorporated in officer comments below. Concerns expressed regarding loss of trees. Compensation for the removal of trees under the ownership of the Council needs to be made. The CAVAT values of which are valued at £46,584.

Ecology

We are satisfied that the evidence provided by the applicant is sufficient to address potential impacts and implications on statutory and non-statutory designated sites relating to nature conservation.

Recommendations made in relation to conditions, protection of protected species and biodiversity enhancement measures.

Capita Drainage (Lead Local Flood Authority)

Consider that the applicant has provided an appropriate flood risk assessment and an appropriate surface water management strategy. Applicant encouraged to consider greater ground level attenuation utilising blue/ green landscaping.

2. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSAL

2.1 Site Description and Surroundings

Douglas Bader Estate is located in Colindale to the north west of the Grahame Park Estate, the redevelopment of which was granted in July 2020, following an earlier Committee resolution in March 2020.

The existing Estate extends to approximately 3.9ha and comprises 271 existing residential units. The units comprise a mix of two and three storey terrace/semi-detached houses and three/four storey flat blocks across four cul-de-sac roads to the west off Clayton Field (Linklea Close, Highlea Close, Brooklea Close and Parklea Close). The estate includes four small open spaces surrounded by the residential properties with a number of trees across the site.

.In terms of the surrounding area, the site is bounded by:

- To the north by The Orion Primary School, Woodcroft Park and two-storey terraced and semi-detached residential dwellings;
- To the east by the Grahame Park Estate which has been granted hybrid planning permission (ref. 19/5493/OUT) for 2,088 residential units and 5,950 flexible non-residential floorspace;
- To the south by Heybourne Park and the Grahame Park Youth Centre; and
- To the west by predominantly two to three storey residential terraced dwellings and Barnet Burnt Oak Leisure Centre.

In relation to the wider area the site is located within a predominantly residential area in Colindale. It is situated approximately 1km north of Colindale Underground Station, 1km east of Burnt Oak Underground Station and 1km south of Mill Hill Broadway National Rail Station. Whilst not directly accessible from this location, the M1 Motorway is situated 360m to the east.

2.2 Description of the Proposed Development

The Proposed Development is as follows:

'Full planning permission for comprehensive phased redevelopment of the site comprising demolition of the existing buildings and re-provision of up to 753 residential dwellings (Use Class C3) in buildings of up to 9 storeys with associated car and cycle parking public and private open spaces ancillary structures, and all other necessary enabling works, roads and services'

In terms of a more expanded description of the application proposals, the proposed development comprises:

- Demolition of all existing buildings;
- The re-provision of 753 new high quality residential units including flat blocks, maisonettes and houses;
- Re-provision of the existing 271 affordable units with 272 new affordable units on a like for like basis in terms of tenure and floorspace, based on assessed need;
- A comprehensive landscaping strategy, including a series of new public and private open spaces; • 386 car parking spaces, including 74 (10%) disabled parking spaces; and
- 1,502 cycle parking spaces.

The redevelopment of the site will be phased for construction purposes to allow for the appropriate decant and housing of Home Group's customers. Each phase of the development will include the following:

- **Phase 1** comprises the demolition of 40 units and the construction of 38 units and associated works. All 38 properties provided in of Phase 1 will be affordable housing.
- **Phase 2** comprises the demolition of 105 units and construction of 391 units and associated works. A total of 128 properties in Phase 2 will be affordable and 263 will be private.
- **Phase 3** comprises the demolition of 126 units and construction of 324 units and associated works. A total of 106 properties in Phase 3 will be affordable and 218 will be private.

3. PLANNING CONSIDERATIONS

3.1 Environmental Impact Assessment (EIA)

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

The term EIA is used to describe the procedure that must be followed for certain projects before they can be granted planning consent. The procedure is designed to draw together an assessment of the likely environmental effects (alongside economic and social factors) resulting from a proposed development. These are reported in a document called an Environmental Statement (ES).

The process ensures that the importance of the predicted effects, and the scope for reducing them, are properly understood by the public and the local planning authority before it makes its decision. This allows environmental factors to be given due weight when assessing and determining planning applications.

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 which is the subject of the application comprises development within column 1 of Schedule 2 of the Regulations. The development 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 residential units.

Screening for EIA development

Unlike schedule 1, not all schedule 2 development require the submission of an environmental statement, however all such applications need an assessment to be made concerning whether the development in question constitutes EIA development.

A Screening Opinion (ref. 20/2240/ESR) was submitted to LBB on 18th May 2020 for the demolition of buildings within the red line boundary, maximum of 760 residential units, maximum building heights of nine storeys and associated landscaping and infrastructure. The LPA confirmed on 4th September 2020 that the proposals do not constitute EIA development and therefore no Environmental Statement is required as part of this application.

In reaching this decision account was taken of the lack of sensitive site characteristics and guidance contained within the NPPG in respect of urban development projects, the site area of the proposed development is less than 5 hectares. As such the characteristics of the potential impacts from the development were not considered to be significant environmental effects in the sense intended by the Regulations and could be suitably assessed through the submission of technical documents and mitigated through the imposition of suitable conditions and planning obligations.

3.2 Principle of Development

Principle of the redevelopment of the existing housing estate

Guidance on the regeneration of housing estates is contained within Policy H8 of the new London Plan. This policy advises that the loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. Before considering the demolition and replacement of affordable homes consideration should be given to alternative options first and should balance the potential benefits of demolition and rebuilding against the wider social and environmental impacts. Demolition of affordable housing, including where it is part of an estate redevelopment programme, should

not be permitted unless it is replaced by an equivalent amount of affordable housing floorspace. Affordable housing that is replacing social rent housing must be provided as social rent housing where it is facilitating a right of return for existing tenants. Replacement affordable housing should be integrated into the development to ensure mixed and inclusive communities. All development proposals that include the demolition and replacement of affordable housing are required to follow the Viability Tested Route and should seek to provide an uplift in affordable housing in addition to the replacement affordable housing floorspace with the aim of ensuring that the maximum viable amount of affordable housing is delivered.

The supporting text of Policy H8 further advises that It is important that existing homes of all tenures are well-maintained and are of good quality as these will continue to house the majority of Londoners. However, the redevelopment and intensification of London's existing housing has played, and will continue to play, an important role in the evolution of London. The benefits of development proposals that involve the demolition and replacement of existing homes should be balanced against any potential harm

The Mayor's Good Practice Guide to Estate Regeneration (2018) provides detailed guidance for assessing appropriate approaches to estate regeneration. In particular, only once the objectives of an estate regeneration scheme have been formulated in consultation with residents. Included in this is a requirement that all such schemes which are accessing Mayoral funding for schemes involving demolition conduct a ballot of residents.

As mentioned above a residents ballot of existing residents was carried out in May 2019 with the results of the ballot as follows:

- **90.5%** of eligible residents voted in the ballot
- **75.4%** of voters voted in favour of the regeneration

Overall the redevelopment of the Douglas Bader Estate is considered in accordance with policy H8 of the London Plan 2021 as well as inline with Council's Policies contained within Barnet's Core Strategy along with Supplementary Planning Guidance contained within the Colindale Area Action Plan and the Grahame Park SPD.

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 that accords with an up-to-date Local Plan should be approved.

The new London Plan 2021 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. The previous London Plan (2016) had set an annual monitoring target of 2,349 homes for Barnet between 2015-2025, with a minimum provision of 23,489 over the same 10 year period. In the new London Plan 2021, the 10 year target for 2019/20 – 2028/29 is 23,640 for Barnet.

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.

Policy CS3 'Distribution of growth in meeting housing aspirations' identifies Colindale as one of the three main areas (the other two being Brent Cross and Mill Hill East) for providing the bulk of the housing requires for the borough, with Colindale providing an anticipated 8,120 homes up to 2025/2026, as part of a borough wide requirement for 28,000 additional homes over a 15 year time period. It is noted that this target has subsequently been increased as a result of changes in the London Plan as noted above.

The Colindale Area AAP while not specifically mentioning this site does include it within the site boundary of the AAP and is adjacent to the Grahame Park Way Corridor of Change.

On a generic basis the APP advises that:

'Colindale will be a major focus for the creation of new homes, jobs, a new neighbourhood centre and supporting infrastructure delivering exemplary levels of sustainability. It will be a transformed place and vibrant, diverse neighbourhood where people will want to live, work and visit. The Council will seek the comprehensive redevelopment of Colindale in accordance with the Spatial Plan and the development principles set out in the AAP.'

The current regeneration proposals for Douglas Bader Estate aim to transform the estate into a 753 home mixed tenure neighbourhood. The Estate is adjacent to the Colindale Regeneration Area (Grahame Park Way Corridor of Change) as set out in the Colindale Area Action Plan.

It is considered that the current redevelopment proposal accords with the abovementioned policies for an intensive, residential development which is intended to positively transform the site and the area with its uses including residential, and open space provision, 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

Chapter 11 of the National Planning Framework (Revised 2019) (NPPF) states that:

Planning policies and decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land.

This strategic objective to optimise redevelopment opportunities within sustainable locations is reinforced within the London Plan 2021.

The previous London Plan (2016) set out a density matrix which served as guidance for appropriate densities in different locations and with varying levels of accessibility. However, the new London Plan 2021 takes a less prescriptive approach stating inter alia, that the density of a development should result from a design-led approach to determine the capacity of the site. This should consider site context, its connectivity and accessibility by walking and cycling, existing and planned public transport (including PTAL) and the capacity of surrounding infrastructure. Policy D3 goes on to state that proposed residential development that does not demonstrably optimise the housing density of the site in accordance with this policy could be refused.

The density of the proposed development would equate to 193 units per hectare or 747 hr/ha. The 2021 London Plan advises that where higher densities (exceeding 350 units per hectare) are proposed this is subject to additional design scrutiny (Policy D2). Policies D1, D1A and D1B of the 2021 London Plan place a great emphasis on a design-led approach being taken to optimising the development capacity of a particular site and to make the best use of land, whilst also considering the range of factors set out in the preceding paragraph.

In this case, the application has been subject to a design-led approach to optimise the potential of the site with cognisance of the factors outlined above. Whilst full assessment is set out within the relevant sections of this report, in all respects officers consider that the scheme delivers a high-quality development which fully justifies an increased density. The application was subject to a robust pre-application process with the LPA, and officers are clear that the scheme represents a high quality of design

Several responses have been received through the consultation exercise objecting to the application on the basis of the excessive density, particularly in light of the cumulative impact other developments in the Colindale area. In this respect, it is appropriate that the density of the scheme is assessed on its own merits in accordance with the preceding paragraphs of this report. In terms of the cumulative impact of the development with other emerging schemes; the manifestation of the cumulative impacts are assessed within the relevant sections of this report. The impacts of the development are mitigated as necessary through the S106 agreement along with Cil payments.

3.3 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 the new London Plan 2021. 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 existing housing on the estate consists of the following unit mix.

Table 7.1: Existing Housing Mix

Housing Size	Housing Tenure		Total %
	Affordable Rent	Social Rent	
Studio	0	32	11.8%
1 Bed	9	34	15.9%
2 Bed	17	102	43.9%
3 Bed	0	29	10.7%
4 Bed	0	48	17.7%
Total	26	245	100%

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

Table 6.2: Sitewide Proposed Housing Mix

Unit Size	Number of Units	% of Total
1 bed	251	33.33%
2 bed	406	53.92%
3 bed	52	6.91%
4 bed	33	4.38%
5 bed	8	1.06%
6 bed	3	0.40%
Total	753	100%

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.

Overall it is considered that the proposal proposes an appropriate split in housing type to address housing preference and need in accordance with the abovementioned policies. It is also noted that many of the unit typologies proposed are as a result of detailed housing needs surveys carried out in relation to existing residents.

Affordable Housing

London Plan 2021 policy H10 seeks to resist the demolition of affordable housing unless it is replaced by an equivalent amount of affordable housing floorspace, affordable housing floorspace re-provided on a like for like basis and integrated into the development to ensure mixed and inclusive communities. All estate regeneration schemes involving the demolition and replacement of affordable housing are required to follow the Viability Tested route and should seek to provide a net uplift in affordable housing in addition to minimum requirement for replacement affordable housing floorspace.

Additional guidance is provided in the Mayor's Good Practice Guide to Estate Regeneration (adopted February 2018) which require regeneration schemes to achieve the following objectives:

- like for like replacement of existing affordable housing floorspace
- an increase in affordable housing
- full rights of return for any social housing tenants
- fair deal for leaseholders/freeholders
- full and transparent consultation and involvement.

In relation to affordable housing split GLA policies allow for a minimum of 30% rented accommodation, 30% intermediate and 40% at the discretion of London Borough's as such GLA policy would allow up to 70% rented or 70% intermediate at the discretion of the borough.

The Barnet Core Strategy (policy CS4) seeks a borough wide target of 40% affordable homes on sites capable of accommodating ten or more dwellings with a tenure split of 60% social rented and 40% intermediate housing.

The development comprises a total minimum affordable housing provision of 271 units which equates to just over 40% affordable housing provision when calculated on a habitable room basis as set out in the accommodation schedule below.

Table 7.2: Proposed Affordable Housing Mix

Unit Size	Number of Units	% of Total Units
1bed	80	29.41%
2bed	96	35.29%
3bed	52	19.12%

4bed	33	12.13%
5bed	8	2.94%
6bed	3	1.10%
Total	272	100%

In relation to floorspace, the following table included in the GLA's stage 2 response compares the proposed versus the existing floorspace and habitable rooms of proposed social/LAR units in the proposed scheme as opposed to the existing estate.

Table 2 – like for like replacement of low cost rent accommodation (social re

	Existing	Proposed	Net change
Floorspace (sq.m.) GIA	22,761	27,329	+4,568
Habitable rooms	831	1,162	+331
Units	271	272	+1

As can be seen from the above, while there is no change in the amount of affordable housing units, there is a significant uplift in both habitable rooms and floorspace in comparison to the existing estate and effectively the proposed private units are paying for the improvements in the accommodation of existing residents. The GLA accept that the current proposals and advises in their stage 1 comments that they consider that the proposals comply with GLA policy for Estate regeneration. It is also noted that any consent would be subject to the inclusion of viability review clauses and any additional profits would need to be fed back into the delivery of additional affordable housing should this become viable.

In relation to Barnet's policies in terms of the quantity of affordable housing provided, the development clearly exceeds the minimum level of 40% required by Barnet Policy. In relation to affordable housing, the split does not strictly accord with Barnet's policies providing approximately 100% affordable rented. However, Barnet's housing team have confirmed that the proposed unit mix is acceptable in this instance, due to the like for like re-provision of socially rented units, the provision of over 40% affordable housing, the viability of the scheme and placemaking in developing a mixed and balanced community in Douglas Bader

The overarching aim of redevelopment proposals within the wider area which date back nearly 20 years is that redevelopment proposals should tackle perceived existing problems with estates and ensuring that estate regeneration should transform estates into vibrant, safe and mixed and balanced communities, which it is considered that the current proposals achieve. The proposals accord with Local and London Plan Policy and accord with the requirements of the Planning Delivery

Agreement and adopted supplementary planning policy including the CAAP.

Floorspace standards

Housing standards are set out in the Nationally Described Space Standards (NDSS), London Plan Policy D6 and London Housing SPG and Barnet's Sustainable Design and Construction SPD.

All the dwellings in the within the development meet the minimum standards as demonstrated in the applicant's supporting documents in relation to the unit and room sizes as such the proposal is fully in accordance with the above policies.

Dual Aspect Units

The scheme proposes 49% dual aspect units and all of the family sized houses and flats would be either dual or triple aspect. Single aspect units account for 51% of the homes proposed. The vast majority of these would face east or west, with acceptable outlooks facing onto the green spine, internal streets, squares, communal courtyard spaces and Clayton Fields and as such are considered acceptable in this instance.

In relation to north facing single aspect units these have generally been designed out of the scheme with the exception of 4 single aspect units within Block 2A which is private tenure. Given that the proposal involves the provision of 753 dwellings and given the need for the development to form an appropriate urban form, this level of north facing units is considered acceptable and it is considered that the scheme has maximised the provision of dual aspect units within the scheme.

Lifetime Homes and wheelchair housing standards

Barnet Local Plan policy DM02 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.

London Plan Policy D7 (Accessible Housing) require 90% of units to meet M4 (2) (accessible and adaptable) and 10% to meet M4 (3) wheelchair standards

In respect of LTHS, while this legislation has been abolished the applicant advises in their application submission that all units will be built to either M4 (2) or M4 (3) standards which have replaced LTHS.

In respects of wheelchair housing, the applicant has advised that 10% of all units will be built to wheelchair standards which is in accordance with this policy.

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 13sq.m are counted as a habitable room and

habitable rooms over 20sq.m 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.

All of the proposed dwellings will have access to outdoor space that complies or exceeds the LBB and Mayoral Standards through the provision of balconies and roof terraces and in relation to the proposed houses private residential gardens.

Playspace and Open Space

Open Space

London Plan Policy G1 (Green Infrastructure) requires that proposals should incorporate appropriate elements of green infrastructure that are integrated into London’s wider green infrastructure network. Policy G4 (Open Space) also requires that where possible development proposals should create areas of publicly accessible open space. When there is a loss of open space the equivalent or better-quality open space should be provided in the locality. Policy G5 (Urban Greening) states that major development should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. The Mayor recommends an Urban Greening Factor target score of 0.4 for developments that are predominantly residential.

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. Similarly reflecting the existing level of provision, the explanatory text to CAAP Policy 5.5 notes that whilst the provision of recreational open space with the development is supported, the CAAP proposes:

“a lower level of on-site provision which reflects the metropolitan location and the existing provision of open space in the Borough and the surrounding area,

particularly the existing local parks such as Montrose Park and Grahame Park and those slightly further afield including significant Green Belt and MOL”.

Development Management Policy DM15 protects existing open space from development, except in exceptional circumstances where the following can be satisfied:

- “a. The development proposal is a small scale ancillary use which supports the use of the open space or*
- b. Equivalent or better quality open space provision can be made.”*

The policy goes on to note that *“Any exception will need to ensure that it does not create further public open space deficiency and has no significant impact on biodiversity.”*

As Douglas Bader is not an identified area of open space deficiency, the quantity standards for new open space provision do not apply. However, the Colindale Area Action Plan (CAAP) sets out the Colindale-wide open space policy and advises that development in Colindale should help to create a high quality sustainable and attractive environment, improve the amount and quality of open space and enhance biodiversity in the area, addressing local issues of deficiency and meeting the needs of new residents, families and visitors.

The proposed masterplan of the estate incorporates significant landscaped elements which are integral to the design of the scheme. has been prepared with the landscaping strategy at its heart and provides a series of public and private open spaces, which have been designed to respond to the needs of all future residents. This include a range of private communal and public open spaces, alongside playspace and improvements to the Green Spine, these are summarised below:

Private Communal Space

A series of private courtyards are provided across the masterplan, which will act as private amenity space for the residents of the blocks associated with them. These amenity spaces are tenure blind and will be accessible by all inhabitants of the blocks in question. . Roof terraces are also provided on a number of the proposed blocks, which will provide additional private amenity space.

Public Open Space

The proposed development also includes a series of public open spaces which will be available to all Residents and members of the public. These spaces include the 'Urban Square' 6.120. This includes the Urban Square, which comprises pedestrian orientated open space designed as a central hub for the development. Green links, north / south and east / west all lead towards the Urban Square ensuring it is the focal point and acts as the heart of the estate for its residents. Central to the design of the courtyard is a feature play area. Set back from the ground floor properties, towards the centre of the courtyard, the play area will act as a key node for the residents. This is complemented by a large undulating lawn, to ensure that the courtyard provides opportunities for all ages to relax and play. The square is

surrounded by two focal buildings, which are designed to frame the square and create an outdoor room for gathering.

A second square, known as the 'Neighbourhood Gardens', is located at the north of the masterplan amongst the fine grained, lower scale housing. Play equipment for younger children is framed by planting, with seats located to allow parents and carers to sit, watch and meet. The square is designed to act as a transition from the green spine through to Clayton Field.

In addition to the two main squares, a series of green links are provided across the masterplan, which create new east west pedestrian routes between the estate and the green spine. These significant green spaces provide informal play areas as part of doorstep play route and contribute to the site's ecology and biodiversity networks.

Green Spine Improvements

The application also upgrade the green spine, located directly to the west of the site outside of the planning application boundary, as part of this planning application. Indicative plans have been submitted as part of the Design and Access Statement identifying how the spaces can be improved to provide a high quality park for future residents of the estate including new paths, landscaping and play equipment. These plans have been discussed with the Council's Green Spaces Team who are supportive of the proposals which will be secured by S106 agreement.

Urban Greening

The proposed development includes a comprehensive landscaping strategy, which includes a range of urban greening measures are proposed including, swales, rain gardens, flower rich perennial planting, tree planting, lawns within communal and rear gardens, permeable paving, green roofs and boundary landscaping adjacent to blocks. When calculated on the site area alone, the proposed strategy provides an Urban Greening score of 0.207. However, the site benefits from the adjacent green spine, which will be enhanced as part of this application through a planning obligation. Accordingly, when the Green Spine is included within the calculation a score of 0.325 is achieved. While this represents a shortfall against the target score set out in the London Plan 2021. It is noted that the GLA in their Stage 1 response conclude that in relation to the public realm, the provision of urban greening has been maximised but that consideration should be given to mix green roofs with solar panels. These matters will be addressed by the proposed conditions covering matters such as green roof details and landscaping.

Overall the level of public open space, being delivered and enabled to be delivered as a result of the development is considered appropriate meeting London Plan and Barnet Policy in terms of providing significant improvements to the quality of open space within Colindale.

Playspace

London Plan Policy S4 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 to children's play space from all developments that increase demand, and Policy DM02 requires development to demonstrate compliance with the London Plan.

The applicant has developed a comprehensive playspace strategy as part of the planning application which includes not only formal playspace in the two public squares but also a series of informal play spaces across the green links through the site.

The play space requirement for the site has been calculated using the GLA, Child Yield and Play Space calculator. This estimates a child yield of 462.9 for the site, which equates to a playspace requirement of 4,629sqm. The play strategy has focused the on-site playspace provision on the younger age groups (0-4 and 5-11 year olds), in line with the Mayor's Play and Informal Recreation SPG. This follows the principle that younger age groups are less willing or able to travel greater distances to playspace.

Doorstep play space requirements for children aged 0 to 4 would be met on site through the provision of private gardens serving residential houses, as well as play space provision within communal courtyards and further publicly accessible play space provision located within the neighbourhood gardens square to the north and east-west green links into the green spine. Play provision for children aged 5 to 11 would be accommodated within the urban square and green spine, with further provision for children aged 12+ located within the green spine. No provision has been made for the needs of older children aged 16-17 on the site on the grounds that there are several parks within easy walking distance for this age group.

There is some disagreement between the applicant's assessment of the quantity of play space proposed and the Council's Green Spaces team, principally due to the applicant including private residential gardens as part of the 0-4 playspace provision. As such the applicant considers that the scheme proposes 4,707 sq.m of playspace against a target of 4,629 sq.m while the Green Spaces have advised that the scheme results in a shortage of 269.82 sq.m based on the following calculation.

Play Calculations – PTAL Rating 2-3						
	Market & Inter (No; Children)	Social (No; children)	Total (No; children)	Required Provision (m2)	Scheme Provision (m2)	Shortfall in Provision (m2)
Age 0-4	109.27	119.30	228.57	2,285.70	1,937.00	348.70
Age 5-11	69.14	98.54	167.69	1,676.85	2,065.00	-388.15
Age 12-15	11.57	54.80	66.37	663.68	705.00	-41.32
Age 16 & 17	6.11	28.95	35.06	350.59	0.00	350.59
TOTAL	196.09	301.59	497.68	4,976.82	4,707.00	269.82

In order to address this shortfall the Council's Greenspaces team have suggested that a contribution of £50,640.46 Index Linked towards the improvement and enhancement of Heybourne Park located to the south of the site, which is partly funded by the Grahame Park consent although additional funding is required to deliver all of the identified improvements.

Subject to the applicant entering into a S106 to make this payment, the proposed play space provision is considered acceptable and will result in satisfactory play

provision being made for all ages.

3.4 Design

The National Planning Policy Framework (revised, 2019) makes it clear that good design is indivisible from good planning and a key element in achieving sustainable development. This document states that permission should be refused for development which is of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions. It identifies that good design involves integrating development into the natural, built and historic environment and also points out that although visual appearance and the architecture of buildings are important factors; securing high quality design goes beyond aesthetic considerations.

The London Plan 2021 policy D1B requires development to respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and be of high quality, with architecture that pays attention to detail, and gives consideration to the use of attractive, robust materials which weather and mature well. Policy D2 (Delivering good design) requires masterplans and design codes to help bring forward development and ensure it delivers high quality design.

Policy CS5 of Barnet Council's policy framework seeks to ensure that all development in Barnet respects local context and distinctive local character, creating places and buildings of high quality design. In this regard policy CS5 is clear in mandating that new development should improve the quality of buildings, landscaping and the street environment and in turn enhance the experience of Barnet for residents, workers and visitors alike. Policy DM01 also requires that all developments should seek to ensure a high standard of urban and architectural design for all new development and high quality design, demonstrating high levels of environmental awareness of their location by way of character, scale, mass, height and pattern of surrounding buildings, spaces and streets. Proposals should preserve or enhance local character and respect the appearance. Policy DM03 seeks to create a positive and inclusive environment that also encourages high quality distinctive developments. The above policies form the basis for the assessment on design.

Masterplan Concept

As mentioned above policies in the London Plan 2021 as well as Barent's local plan policies apply to the design and layout of development and set out a range of urban design principles relating to the quality of public realm, the provision of convenient, welcoming and legible movement routes and the importance of designing out crime by optimising the permeability of sites, maximising the provision of active frontages and minimising inactive frontages.

The proposed masterplan layout is consolidated and arranged and framed by the green spine and Clayton Field along the eastern and western edges respectively, with a linear form of development along these two edges. This is complimented with east- west routes running across the site allowing pedestrian and cycling

permeability and a series of urban spaces of differing building typologies set around the proposed roads and footpaths and the two public squares proposed in the northern and central parts of the site. The majority of the car parking particularly on the southern part of the site is below ground in the form of a podium level car park and car parking in the northern part of the site is well designed and interspersed with landscaped features.

Active frontages are proposed throughout the scheme at ground floor level, with houses, maisonettes and flats provided with front door entrances facing onto the street alongside communal core entrances. Landscaped front boundaries and set-back areas are proposed serving ground floor units to clearly demarcate public and private space and ensure privacy. Where inactive frontages are unavoidable due to the layout constraints, this has been appropriately minimised and mitigated by ensuring overlooking from the other side of the street or by providing corner units facing directly onto the street. Landscaping has also been used to compliment this process and do avoid dead frontages when this is unavoidable. In particular the interface with the Green Spine is significantly improved over the current layout in which the estate effectively backs onto the Green spine either in the form of fences or garages or with opening doors which open directly onto the green space with no interspersed defensible space. The proposed design proposes a series of mansion blocks facing directly the Green Spine with landscaping being used to create defensible space immediately to the front of the units i.e. through swales, bridges and other landscaping.

Overall it is considered that the masterplan principles which have been drawn up by the project architects have the potential to significantly enhance the character and appearance of the Douglas Bader Park Estate and will help to integrate better into the surrounding areas and providing a good quality design for inhabitants of the redeveloped estate.

Height, bulk, scale and massing

As mentioned above the proposed built form of the site comprises a series of perimeter blocks and development zones organised around a network of streets and public spaces. The bulk, scale and massing of individual blocks varies to account for the area of the site in which they are located and the scale of the spaces that they frame or relate to. This provides variation in character, visual interest, identity, place and way-finding across the masterplan.

The proposed buildings are predominately 'low to mid-rise' ranging from between 3-9 storeys in height with the lower rise buildings predominately being located in the northern part of the site and higher densities in the south, with predominately mid rise 6-7 storey scale along both perimeters of the site with some accents of height at chosen nodes along the Green Spine to the west of the site.

Tall buildings assessment

Barnet Core Strategy 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.

Policy D9 of the London Plan 2021 state that tall buildings should be part of a planned and design-led approach, incorporating the highest standard of architecture and materials and should contribute to improving the legibility and permeability of an area, with active ground floor uses provided to ensure such buildings form an appropriate relationship with the surrounding public realm. Tall buildings should not have an unacceptably harmful impact on their surroundings in terms of their visual, functional, environmental and cumulative impacts, including wind, overshadowing, glare, strategic and local views and heritage assets. Policy D9 states that tall buildings should only be developed in locations that are identified as suitable in development plans.

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:

- i. an active street frontage where appropriate
- ii. successful integration into the existing urban fabric
- iii. a regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline
- iv. not cause harm to heritage assets and their setting
- v. 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 within an Opportunity Area where the LP considers the principle of tall buildings to be acceptable. Over the past 10 years there has been an increased focus on delivering new neighbourhoods within Colindale comprising large scale developments with tall buildings. There has been a significant uplift in the height of new buildings, in the surrounding area, with the granting of planning permission for buildings with more than 25 storeys at Colindale Gardens, and including up to 29 storeys at Colindale Underground station. The recently granted planning consent for Grahame Park to the south east of the site ranger predominately between 7 and 12 storeys in height with some taller elements at 13-15 storeys.

The application site is not specifically included in a tall building area although the immediately adjoining Grahame Park Area of Change is, it is noted that emerging local policy CDH04 defines the entirety of the Colindale Growth (Opportunity) Area as an appropriate location for Tall Buildings. While this is of limited material planning weight it demonstrate the direction of policy in this location and is consistent with other recent decisions in other parts of Opportunity Area where 'Tall buildings' been consented outside the designated locations identified in the Colindale AAP.

As can be seen from the diagram below building heights within the proposed scheme range from 2 to 9 storeys, and can more accurately be referred to as low-medium rise rather than high rise in the context of other development in Colindale. Building heights in Phase 1 to the north comprise of predominately two and three

storey terraced houses in response to the surrounding suburban character, which is predominantly two and three storeys in this location.

Phases 2 and 3 to the south includes buildings ranging in height from 4 to 9 storeys. The massing of blocks to the south is also varied to provide visual interest with taller elements located to mark key corners and movement routes, including enclosing the urban square and fronting the green spine. The heights of blocks on Clayton Field and to the far south of the site increase from 6 to 8 and 9 Storeys which is similar to the consented heights in Stages A and B of the recently consented Grahame Park development on the opposite side of Heybourne Crescent and also backs onto the rear of Violet Court which is a 6 storey crescent shaped building facing onto Heybourne Park delivered as part of one of the earlier stages of the Grahame Park development.



Heights Key

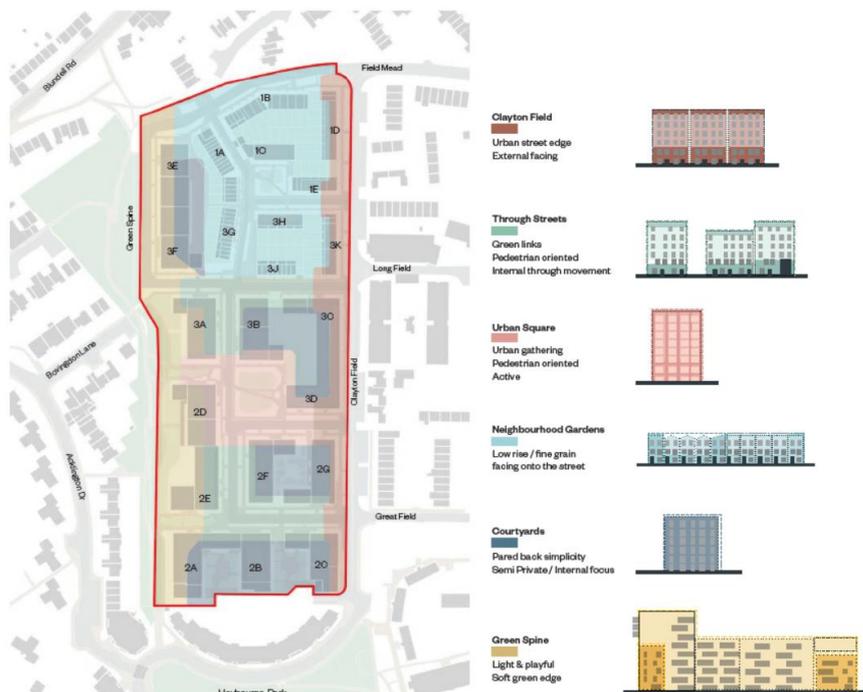


Overall, it is considered that the proposed heights are acceptable taking into account the emerging site context, the sit and the design led approach of the scheme with height being limited to key focal points officers consider the height proposed to be acceptable, being relatively modest in proportions and using height

as focal point in key locations and providing strong edges to the site's periphery. As such it is not considered that the proposal would be detrimental to the character or visual amenity of the surrounding area. The potential wind and microclimate impacts of the scheme have been assessed and the impact on daylight and sunlight which is discussed elsewhere in the report is considered at acceptable levels. The proposal is therefore considered broadly in accordance with London Plan Policy D9 and policy DM05 of Barnet's local plan.

Character and appearance

The submitted Design and Access Statement breaks down the design of the scheme into several differing but connected character areas as illustrated by the diagram below. The character areas are not only defined by their urban form but also by their materiality with three different brick types being used to contextually respond to the site's surroundings. This is predominantly through the use of red brick to along the Clayton Field and to the north of the site to relate to the surrounding context. A light grey brick is used along the Green Spine ties in with the housing estate to the west, with contrasting colours used in specific key locations of height. The Neighbourhood Gardens and Urban Square, although very different in character, are linked by light brick being the predominant building material. The metal work on features such as balconies also differs between character areas with four different metal work colours being used to complement the selected bricks and to add variation and definition to the different character areas.



The proposed character areas and chosen materials are considered appropriate in their context and it is considered that the proposed detailed appearance is in compliance with Council Policy representing a high quality of development.

Fire Safety

London policy D12 (Fire safety) requires all development proposals to achieve the highest standards of fire safety and comply with a number of criteria set out in the policy, including: identifying outside space for fire appliances to be positioned on; appropriate fire alarm systems; suitable and convenient means of escape; evacuation strategies for all users; and the provision of suitable access and equipment for firefighting. All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party suitably qualified assessor to address all of the requirements set out in the policy.

A fire statement has been prepared by a third party suitably qualified assessor which details the range of fire safety measures in terms of fire detection and control, means of evacuation, the content of which has been assessed by both the Council and the GLA and considered acceptable.

As such it is considered that the proposal is in full compliance with the new draft London Plan Policy D12 in this regard. A condition will also be attached to ensure its satisfactory implications.

Safety, security and crime mitigation

Pursuant to London Plan policy D11 (Safety, Security and resilience to emergency) and Barnet Core Strategy policy CS12, the scheme is considered to enhance safety and security and mitigate the potential of crime over and above the existing estate.

The inclusion of defensible space within the development to help demarcate and protect areas directly outside of homes (maisonettes, flats etc) for residents to help control is a really positive aspect of this design in contrast to the existing estate where the boundaries between public and private were often blurred. Pathways and roads which permeate the development are also well placed allowing natural surveillance. All areas of public open space such as the Urban Square and Neighbourhood Gardens are fronted by residential properties and are well overlooking. The apartments facing onto the Green Spine also maintain a strong interface onto the space allowing natural surveillance of this area while also providing defensible space at ground floor level in contrast to the existing units in this location which sort of accidentally back onto the Green Spine and have experienced problems of ASB as a result..

The Metropolitan Police were consulted on this application and did not raise any objections, but requested a condition is attached to ensure that the development secures secured by design accreditation. A condition is attached to this effect requiring the applicant to demonstrate compliance with secured by design principles.

Conservation and Archaeology

The preservation and enhancement of heritage assets is one of the 12 core principles of the NPPF. It is a statutory obligation of the Planning (Listed Buildings and Conservation Areas) Act 1990 to consider the special architectural and historical interest as well as the setting of listed buildings as well as the character

and appearance of conservation areas. Saved PPS5 'Planning and the Historic Environment' provides guidance regarding consideration of designated and non-designated heritage assets. In addition, London Plan policy HC1 and Barnet Core Strategy CS5 and DM06 variously require the consideration of the impact to heritage assets including listed buildings, conservation areas and archaeology.

The site does not include any listed buildings and is not located within a conservation area. The Watling Estate Conservation Area is located to the north and comprises a large expanse of inter-war housing built by London County Council during the 'homes for heroes' building programme which followed the First World War. The application supporting documents advise that the proposed scheme would not impact or cause any harm to the setting of the Watling Estate Conservation Area nearby conservation area, due to stepping down in the height and massing of the proposal on the northern part which is closest to the conservation area.

In respect of archaeology, the application is not located in an area of archaeological interest and involves a previously developed site. English Heritage Archaeology were consulted on the proposal but have not provided any comments. It is noted that the response on the adjoining Grahame Park Development advised that the site is unlikely to have a significant effect on heritage assets of archaeological interest and no further investigation is required.

3.5 Amenities of Neighbouring and Future Residents

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 or flank wall. 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 21m from facing neighbouring residential properties are also located over 10.5m from the angled corner return of Violet Court which is the only neighbouring residential property which directly abuts the development. It is also noted that in the majority of cases neighbouring properties are separated from the development site either in the form of a road on the eastern and northern sides of the development or a park on the eastern side.

Privacy and separation within the site

In relation to buildings within the site, all of the proposed apartment buildings have large central amenity areas, resulting in all properties achieving a minimum distance separation of over 21m between windowed elevations this accords with Council Policy.

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.

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 an Air Quality Assessment in support of the application demonstrating that residents will not be exposed to poor air quality. 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 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 Microclimate

The applicant has submitted a wind and microclimate assessment with their application. This assessment shows that the proposal would not result in major impact as a result of the development. There are no safety failings due to wind and all pedestrian areas are suitable for all uses including sitting during summer months. While the assessment showed that some points would not be suitable for siting during winter months, this could be addressed by the incorporation of mitigation measures if required.

Daylight and Sunlight

The application proposals are accompanied by a daylight/sunlight and overshadowing assessment. The Daylight and sunlight assessment assess the impact of both the proposals on neighbouring residential properties and also internally in relation to the proposed properties.

In relation to the assessment, the following properties were assessed

- 1-10 Pixton;
- 1-4 Rankin;
- 1-24 Rapide;
- 1-6 Vallore;

1-2 Vernier;
 1-3 Vickers;
 1-6 Wellesley;
 7-9 Wardell Close;
 28 Wardell Close;
 29 Wardell Close;
 13 Cranfield Drive;
 4a-4b Bovingdon Lane;
 4c-4d Bovingdon Lane;
 5-9 Bovingdon Lane;
 1-4 Acklington Drive;
 5-12 Acklington Drive;
 13 Acklington Drive;
 14 Acklington Drive;
 15 Acklington Drive;
 15a Acklington Drive;
 1-47 Butterfly Court;
 1-77 Violet Court; and
 Grahame Park Plot A (detailed consented but not yet built)

In relation to the proposed masterplan. The following table shows the impact on windows of surrounding properties.

VSC			NSL		APSH	
Windows Assessed	Meeting Default BRE Recommendations	Retaining in Excess of 15%VSC	Rooms Assessed	Meeting Default BRE Recommendations	Rooms Assessed	Meeting Default BRE Recommendations
633	317 (50%)	551 (88%)	510	376 (74%)	83	83 (100%)

A fuller assessment is contained in the assessment in relation to each individual blocks, in relation to the majority of fails, the shortfall is marginal with either the retained VSC levels being close to the ideal standard of 27% VSC or the amount of change not being significantly greater than the 20% guidelines contained within the BRE guidance. In addition to this the detailed assessment identifies many of the rooms as either being secondary windows to the rooms in questions or non habitable rooms or bedrooms where lower levels of daylight are acceptable. In many cases daylight levels are also obstructed by existing features on the properties such as balconies resulting in a lower VSC score.

In relation to sunlight all of the surrounding properties comply with the BRE guidelines and will not receive any significant reductions. Overshadowing was also not identified as a problem for neighbouring residents.

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 involving the regeneration of the Douglas Bader Park Estate, the site’s location within the wider Colindale regeneration area and the adopted SPD guidelines for the site. As such on balance taking into account the regeneration benefits of the scheme the placemaking improvements, 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.

Internal Residents

The applicant has also carried out an assessment of the likely internal daylight levels within the detailed element of the proposal. In this assessment only the ground floor units were assessed on the grounds that this represented a worse case scenario. This assessment showed the following outcomes.

	LIVING AREAS			BEDROOMS		
	ADF	NSL	APSH	ADF	NSL	APSH
ROOMS ASSESSED	152	152	85	248	248	117
MEETING DEFAULT RECOMMENDATION	87(117)	98	26	199	127	44
PERCENTAGE	57.24% (77%)	64.5%	30.6%	80.2%	51.2%	37.6%

It is noted that as the above assessment only considered ground floor windows the overall percentage of compliance would be higher than the above table indicates. The Daylight and sunlight report also advises that if an alternative target of 1.5%ADF is accepted as is normally for tight knit urban settings than the ADF compliance rate rises to 117 i.e. 77%. It is also noted that all of the developments incorporate balconies to provide amenity space which has the effect of lowering light levels and overall the level of daylight to future residential properties is considered of an acceptable level.

In relation to the sunlight the report also finds that 8 out of the 9 amenity spaces receive the recommended amount of daylight as measured on the spring equinox with the other amenity space marginally failing. All of the amenity spaces comply when taken on the summer solstice around the time of year when these outdoor spaces are most likely to be in use. Overall it is concluded that the levels of sunlight are within acceptable levels.

3.6 Transport, highways and parking

TRIP GENERATION & IMPACT

The proposed development is forecast to generate 628 and 519 all mode two-way trips during the AM and PM peak hour periods respectively. With net additional trips forecast to be 225 and 194 all mode two-way trips during the AM and PM peak hour periods respectively. The trip generation methodology and assumptions were discussed in detail during the pre-application stages and no issues are raised in relation to this.

The proposed development is forecast to generate 628 and 519 all mode two-way trips during the AM and PM peak hour periods respectively. With net additional trips forecast to be 225 and 194 all mode two-way trips during the AM and PM peak hour periods respectively. The trip generation methodology and assumptions were discussed in detail during the pre-application stages and no issues are raised in relation to this.

The Transport Assessment anticipates that there shall be negligible impact on the public transport network as a result of the development. Comments are sought from both TfL and National Rail in respect to the potential impacts on bus, tube and rail networks as a result of the proposed development and if there would be any requirements for ameliorative measures.

PUBLIC TRANSPORT

The site has a Public Transport Accessibility Level (PTAL) of between 1b and 2 (on a scale of 0 to 6b, where 0 represents the lowest accessibility level and 6b represents the highest). There are currently 3 bus routes serve the nearest bus stop on Quaker Course which is approximately 280 metres to the south-east of the site, although these routes and stops will alter in the future as a result of changes in the highway layout arising from the Grahame Park approval. The nearest London Underground Station is Colindale station, which is approximately 1.3km south, Burnt

Oak Station is approximately 1.6km west, both stations are served by frequent Northern line services. Mill Hill Broadway National Rail Station is approximately 1.6km north-east, can be reached by local bus service and is served by regular Thameslink rail services.

In terms of modal shift breakdown, the transport assessment estimates the following modal shift as a result of the development:

MODE	Trips (AM)	Proportion (%)	Trip PM	Proportion %
Tube	55	24%	38	20%
Train	20	9%	13	7%
Bus	47	21%	35	18%
Taxi	3	1%	3	2%
M/c	2	1%	2	1%
Car Driver	35	15%	42	22%
Car Pax	12	5%	14	7%
Bike	8	4%	2	1%
On Foot	41	18%	36	19%
LGV	3	1%	7	4%
OGV	0	0%	0	0%
Total	226	100%	192	100%

Transport for London are broadly in agreement with the above breakdown, however they consider that approximately 19 of passengers counted towards the tube trips would use the bus to get to the tube station and as such suggest the number of bus trips should increase to 66 in morning movements.

As a result of this TfL is seeking a planning contribution of £52,540 towards the funding gap for the delivery of Colindale Station and £429,000 towards improvements to bus services. While the Council is broadly supportive of improvements to public transport services, clarification will be sought that the contributions particularly the bus contribution is used for identifiable improvements to the service.

PARKING (CAR, CYCLE, DISABLED, VISITORS)

Residential Parking

The application proposes to provide 386 car parking spaces at a ratio of 0.51 spaces per unit for the whole development. Of this, 215 spaces are to be allocated to the 481 private dwellings (ratio of 0.45) and 171 spaces are to be allocated to the 271 affordable dwellings (ratio of 0.63).

Taking into account the principles / compliance of both national, regional and local policy as well as site specific characteristics and re-provision requirements, the LB

Barnet Transport team have raised no objections to the level of car parking provision proposed subject to the following:

- Satisfactorily clarification and re-provision of existing Estate demand / agreed expectations;
- Satisfactorily provision of sustainable transport and active travel measures / improvements / Travel Plan;
- Review / reinforcement of the CPZ and residents of the development being exempt from applying for an on-street resident permit.

The provision of disabled car parking spaces (74 spaces, 10% of dwellings) and active / passive electric vehicle charging points accords with policy and is accepted. Provision of disabled parking spaces and electric vehicle charging points in accordance with the London Plan should be conditioned.

The site is currently located within a CPZ. However, the hours of control do not cover the general peak periods of residential parking demand. Therefore, there is concern that the proposed development with low on-site car parking provision would have potential for overspill parking onto the surrounding road network resulting a negative impact on the local amenity.

It is considered that the proposed development should help enable a review / expansion of the CPZ scheme in order to address the above concerns. This issue has been discussed with the LB Barnet Parking Team who have confirmed that the surrounding area is planned to be reviewed and they have requested a financial contribution of £40,000 towards the CPZ review / upgrade (secured via s106 agreement).

The provision of Car Club facilities within the internal on-street spaces should be considered.

Cycle Parking

The total provision of long / short stay cycle parking proposed is in accordance with the London Plan / Publication London Plan and is accepted. The proposed provision is as follows:

- Phase 1: 88 cycle spaces
- Phase 2: 768 cycle spaces
- Phase 3: 646 cycle spaces
- Total Development: 1,502 cycle spaces

Details of cycle parking provision / facilities which should be in accordance with the London Plan and London Cycle Design Standards will be secured by condition.

ACCESS

Vehicular access will continue to be provided via Clayton Field. Two low speed looped streets will be provided within the site, along with more minor access routes running north-south. The looped streets will be 6m in width, providing sufficient space for two vehicles to pass each other and avoid the need for vehicles to reverse

when accessing the site. These main routes will also provide access to the proposed car parking areas.

The minor access routes are proposed to be narrower in width, reflecting the lower vehicular flows expected in these areas with significantly reduced likelihood of two moving vehicles meeting. This width allows two smaller vehicles to pass each other. For larger vehicles, a passing place will be provided and vehicles can use the loading pad or parking spaces (if unoccupied) to pass each other. There is also sufficient visibility for a vehicle not to make the turn into narrower roads if they can see a larger vehicle coming in the opposite direction. The streets on site will be privately managed. The minor access roads in the northern part of the site are proposed to operate as one-way.

The Council's highways department have raised no in principle objections to the proposed layout however they have identified certain matters which further clarification is required in relation to visibility splays at junctions and some tracking movements for some parking bays and the lower junction into Clayton field. These matters will be addressed through the submission of details pursuant to conditions and in relation to the visibility splays as part of the S278 agreement.

PEDESTRIANS & CYCLISTS

Pedestrian and cyclist access will be provided from Clayton Field and connections provided with the existing pedestrian footpath running along the 'green spine' to the west of the site. New footways along the western edge of Clayton Field will also be provided, to facilitate access to the units with entrances along this road. The northern part of the site will be designed as a shared space arrangement, given the very low traffic flows forecast in this area. Different surface materials will be used to clearly demark the vehicular routes and footway in these areas. Cycle access to the cycle parking area will be via the proposed roads within the site. Overall, the pedestrian and cycling proposal will greatly improve existing walking and cycling conditions on site and is strongly supported, in accordance with London and Local Plan Policies

MANAGEMENT PLANS / STRATEGIES

Framework Travel Plan

The Council's Travel Planning Team have been consulted on the Framework Travel Plan and we are awaiting their response. This is particularly in relation to the extent and effectiveness of travel plan measures / initiatives proposed as well as the setting of targets and the monitoring strategy. This will be secured as part of the S106 for the site.

Car Parking Design and Management Plan

A car parking design and management will need to be conditioned for the consent clarifying the allocation of spaces between existing reprovided affordable units versus the new private parking allocation. Fully dimensioned car parking layout plans will also need to be provided in relation to this condition supported with swept path analysis where appropriate (e.g. ramp widths, aisle widths, manoeuvrability into / out from parking bays with geometric constraints, two-way vehicle turning

within entry / exit of basement and podium parking areas) and ramp gradient details..

Delivery and Servicing Management Plan

A delivery and servicing management plan will need to be conditioned as part of the consent, providing details of servicing to the new dwellings as well as the collection of refuse. It is noted that all refuse is proposed to be collected on street but clarification will need to be provided in relation to tracking diagrams and potential conflict with other vehicular users of the roads in question.

A Constriction Logistics Plan along with a Construction Worker Travel Plan will also need to be conditioned as part of the planning consent. This should take into account the cumulative impacts of works that may be occurring during the same time period within the surrounding area such as the Grahame Park Estate redevelopment.

S106

- Provision of footway along the site frontage to Clayton Field to help improve pedestrian amenity and safety (s278).
- Access design and Traffic Orders (s278). This should include a scheme to improve the layout at the site access on Clayton Field in terms of vehicle and pedestrian safety (Access Road 4).
- Traffic Orders to prevent on-street servicing / loading on Clayton Field would need to be reviewed / implemented (s278).
- The LB Barnet Parking Team have confirmed that the surrounding area is planned to be reviewed and request a financial contribution of £40,000 towards the CPZ review / upgrade (secured via s106 agreement).
- The identified public transport contributions towards Colindale Station and local bus services subject to confirmation that these will provide genuine identified improvements to local bus services serving the site.

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 2021 Policy SI7 'Reducing waste and supporting the circular economy which also seeks adequate 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.

The Council's Waste and Recycling team have confirmed no objections to the proposal. 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 SI 2 Minimising greenhouse gas emissions 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 SI2 'Minimising Greenhouse Gas' requires all residential developments to achieve zero carbon on new residential developments of which a minimum on-site reduction of at least 35 per cent beyond Building Regulations¹⁵² is required for major development. Where it is clearly demonstrated that the zero-carbon target cannot be fully achieved on-site, any shortfall should be provided, in agreement with the borough through a cash in lieu contribution to the borough's carbon offset fund.

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.

An Energy Report has been submitted in support of the application. The energy statement outlines a series of measures which will be incorporated into the proposal to improve sustainability and reduce carbon emissions, including the use of air sourced heat pumps, photovoltaics and fabric efficiency. These measures will result in an on-site reduction in CO₂ emissions of 48% beyond 2013 Building Regulations compliant development. This exceeds the minimum on-site requirement for reductions in CO₂ emissions as set out in Policy SI2 of the London Plan.

In order to achieve zero carbon the developer will need to make a carbon offset contribution to bridge this gap. This is currently calculated as £782,802 which will be secured as part of the S106 agreement.

The GLA have confirmed in their stage 1 response that the energy strategy is considered acceptable subject to the payment of this contribution.

3.9 Landscaping, Trees and biodiversity

The 'sustainable development' imperative of NPPF 2019 includes enhancing the natural environment and improving biodiversity. London Plan G5 (Urban Greening) advises that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. 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

As previously mentioned, the application proposes the creation and improvement of several areas of open space, including the proposed improvements to the Green Spine to the west of the development site. In addition to this additional planting is proposed along the proposed estate roads along with podium deck gardens for the proposed apartment blocks and in the rear of private residential gardens. Detailed landscaping conditions are included in the list of suggested conditions which will ensure the Council can secure the future quality of these areas.

Trees

London Plan policy G7 (Trees and woodlands) also requires that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, 'i-tree' or CAVAT or other appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy.

Policy DM01 of the Adopted Barnet Development Management Policies advises that trees should be safeguarded. When protected trees are to be felled the council will require replanting with suitable size and species of tree where appropriate. High quality landscape design can help to create spaces that provide attractive settings for both new and existing buildings, contributing to the integration of a development into the established character of an area. The council will seek to retain existing wildlife habitats such as trees, shrubs, ponds and hedges wherever possible. Where trees are located on or adjacent to a site the council will require the submission of a tree survey with planning applications indicating the location, species, size and condition of trees. Trees should be retained wherever possible and any removal will need to be justified in the survey. Where removal of trees and other habitat can be justified appropriate replacement should consider both habitat creation and amenity value.

The site includes a number of mature trees which were planted when the estate was constructed, of which, 163 are proposed to be removed within the application site boundary as part of the comprehensive redevelopment and redesign of the estate's original layout. This includes 28 Category A trees (high quality), 69 Category B trees (moderate quality) and 64 Category C trees (low quality). Three Category A trees and 6 Category B trees would be retained.

A comprehensive tree replacement strategy is proposed as part of the applicant's landscape masterplan, which includes the planting of 222 new trees across the site. This results in a net increase of 59 trees. The planting strategy proposes a variety of mature feature trees at key nodes and public space, formal lines of street trees and 42 new trees along the green spine swale route.

While the loss of a high number of good quality trees is clearly regrettable in a similar manner to the recent consent at Grahame Park Estate it is not possible to redevelop the estate without changing the layout, and given that the trees were erected at the same time as the houses in the 1970's to suit the layout as it was then, any changes to the layout will involve the loss of trees. The number of replacement trees is greater than the number of trees removed and in the longer term the quantity and quality of tree cover will be equal to or an improvement over the existing site.

Overall on balance therefore it is considered that the proposed tree removal is considered acceptable in this instance in order to allow for the development of the estate, suitable landscaping and tree protection measures are included as suggested conditions. Caveat asset value payments of £46,584.00 will need to be paid in compensation for the removal of Council trees.

Biodiversity

London Plan policy G6 (Biodiversity and access to nature) also requires Sites of Importance for Nature Conservation (SINCs) to be protected. Part C of the policy advises that where harm to a SINC is unavoidable, and where the benefits of the development proposal clearly outweigh the impacts on biodiversity, the following mitigation hierarchy should be applied to minimise development impacts:

- 1) avoid damaging the significant ecological features of the site
- 2) minimise the overall spatial impact and mitigate it by improving the quality or management of the rest of the site
- 3) deliver off-site compensation based on the principle of biodiversity net gain.

Part D also advises that development proposals should aim to secure net biodiversity gain and be addressed from the start of the development process. Proposals which reduce deficiencies in access to nature should be considered positively.

Barnet policies CS7 (Enhancing and protecting Barnet's open spaces) and DM16 (Biodiversity) seek to protect existing Sites of Importance for Nature Conservation and ensure that development makes the fullest contributions to enhancing biodiversity, both through on-site measures and by contribution to local biodiversity improvements. Proposals are expected to meet the requirements of the London Plan. Table 17.2 of the LBB Development Management Policies document also identifies Heybourne Park as a Site of Local Importance for Nature Conservation in Barnet.

An Ecological Assessment, prepared by TEP, has been submitted in support of this application. The site is not allocated for biodiversity purposes within the Local Plan, however, adjacent land located approximately 35m to the south of the site (Heybourne Park Open Space) is allocated for biodiversity purposes as a non-statutory designated Site of Importance for Nature Conservation (SINC) of Local Importance.

The ecological assessment included a Phase 1 habitat survey which has identified the following habitats within the site:

- Hardstanding and built structures;
- Amenity grassland;
- Scattered trees:
- Scattered scrub;
- Tall ruderal; and,
- Ornamental shrub.

The assessment is identified that the loss of some of these existing habitats will be required as a result of the proposed development. However, these are required to realise all of the planning benefits associated with the wider regeneration of the site and will be mitigated through the comprehensive landscaping strategy which will include a significant uplift in trees compared to the existing site.

Standard pollution prevention and dust control measures will be included within a Construction Environmental Management Plan (CEMP) and implemented during site clearance and works. The CEMP will ensure that indirect impacts on Heybourne Park Open Space SINC and retained habitats within and adjacent to the site are reduced to a reasonable minimum.

In response to London Plan Policy G6 a Biodiversity Net Gain assessment has also been undertaken, which is included within the Ecological Assessment. This confirms that the proposals will result in a net gain of biodiversity post-development. Conditions are also attached to ensure that additional survey work is carried on throughout the development to ensure that any impacts on wildlife are closely monitored and appropriately managed in line with planning policy.

Capita Ecology have assessed the submitted ecological assessment and advised that they are satisfied with the conclusions. Further details of proposed biodiversity enhancement measures will be secured by condition. Subject to this mitigation and the attachment of other applicable safeguarding conditions, it is considered that the proposal accords with London Plan and Banet Adopted Policy.

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 line with policy requirements the surface water drainage scheme the proposed development proposes to restrict surface water discharge rates to greenfield rates to cater for a 100 year flooding event plus 40% for climate change. This is achieved through a variety of methods including the use of permeable paving, swales, rainwater harvesting and use of Green Roofs and rainwater gardens along with underground attenuation tanks. Capita Drainage as LLFA have asked the applicant

to explore the potential for increasing the amount of ground level surface water storage and the applicant has provided additional information regarding their strategy which is considered acceptable.

Foul water drainage has also been considered as part of this strategy. Thames Water have advised that the proposal is satisfactory.

The Environment Agency, Thames Water, Affinity Water and Capita Drainage (Lead Local Flood Authority) have been consulted on the application. While no comments have been received from the Environment Agency, both Thames and Affinity Water have raised no objections to the scheme. Capita Drainage have not raised any in principle concerns subject to the attachment of appropriate conditions.

3.10 Other matters

Utilities

In support of the application a Utilities report has been submitted in support of the application. The utilities report assessed the implications of the development in relation to utility and telecommunication infrastructure in the vicinity of the site. The report also included communication with all relevant statutory undertakers in relation to the proposals.

It is concluded that the proposed redevelopment scheme can be delivered without any abnormal utility constraints and that there is either sufficient capacity to accommodate the proposed development or that the necessary improvements required for the development to proceed can be provided.

It is noted that none of the statutory undertakers consulted by the Local Planning Authority have raised any objections in their representations and the schemes impact on utilities is considered acceptable.

Ground conditions and Contamination

In regards to potential contamination, a Geo Environmental Assessment was submitted in support of the planning application. Subject to the attachment of appropriate conditions scientific services raise no objections to the proposal.

Impact upon Services

The recent Grahame Park approval included a commitment towards funding a new enlarged health facility serving the wider Colindale Area. In relation to schools, the new Orion School has recently been constructed to the north of the site. The St James's secondary school site (which also includes the relocated St Dominic school) to the east has also recently been expanded. A new Saracens secondary school is also under construction, to the north of St James's school. A new Saracens Primary school is also proposed to be constructed as part of the Colindale Gardens development to the south.

3.11 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 will be set out in the future addendum to this committee meeting.

In summary the scheme includes **40%** affordable housing by habitable room which will be secured by legal agreement, along with other contributions such as the Heybourne Park Play space contribution, carbon offset payments along with the requirements to address the transport impacts of the proposal in the form of securing the highway and public transport improvements.

Barnet Community Infrastructure Levy

The Community Infrastructure Levy (CIL) potentially applies to all 'chargeable development'. This is defined as development of one or more additional units or development seeking an increase to existing floor space greater than 100 square metres.

Barnet Council is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in The London Borough of Barnet. Barnet Council adopted a CIL charge on 1st May 2013. This set a rate of £135 per square metre on residential and retail development within the borough. All other uses and undercroft car parking areas are exempt from this charge.

The calculation of the Barnet CIL payment is based on the floor areas of the residential elements of the development (except for any potential undercroft car parking areas).

Mayoral Community Infrastructure Levy

The Community Infrastructure Levy (CIL) potentially applies to all 'chargeable development'. This is defined as development of one or more additional units or development seeking an increase to existing floor space greater than 100 square metres.

The Mayor of London is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in Greater London. The Mayor of London adopted a CIL charge on 1st April 2012. This set a rate of £35 per square metre on all forms of development in Barnet, except that which is for education and health purposes (which are exempt from this charge).

The calculation of the Mayoral CIL payment is carried out on the basis of the floor areas of the residential and other elements of the development (except for potential education and health uses).

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 applicant has also submitted a detailed Equalities Impact Assessment post submission of the planning application, the content of which have been assessed in reaching this conclusion.

The site is accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.

A minimum of 10% of units will be wheelchair adaptable.

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 communal spaces.

Dedicated parking spaces for people with a disability will be provided in locations convenient to the entrances to the parking area.

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.

7. CONCLUSION

In conclusion, the scheme is considered acceptable on balance having regard to relevant national, regional and local planning policies and guidance. The principle of the redevelopment of the Douglas Bader Estate is considered acceptable and accords with national, regional and local plan policy guidance.

The proposed detailed design is considered to be high quality with appropriate levels of amenity space, public open space and residential standards achieved for future occupiers reflecting a development of this intensity and balanced with the need to optimize the use of the site.

The amenities of neighbouring residential occupiers are not considered to be unduly impacted by the proposals.

The potential transport impacts of the scheme have been considered and appropriate mitigation proposed in the form of contributions towards improvements to the bus network, provision of a detailed travel plan as well as improvements to access and connectivity as part of the proposal.

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.

A suitable approach is taken to landscaping and biodiversity with retention of trees where possible as well as enhancement of the biodiversity values within the site with appropriate treatments and species and mitigation.

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: Douglas Bader Park Estate, London NW9

REFERENCE: 20/6277/FUL

