



Colindale Underground Station

Supplementary Planning Document

February 2019

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BARNET
LONDON BOROUGH

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Chapter 1 – Introduction and Purpose of SPD

1.1 Background

- 1.1.1 Colindale Underground Station currently has up to 7.1 million passenger trips per year and at peak times is used by up to 4.5 thousand people. There has been an 88% growth in use over the last 10 years and this is expected to double by 2041. In addition to capacity issues, the station does not meet requirements for step-free access.
- 1.1.2 As part of the wider redevelopment of Colindale, substantial investment has been secured by the Council for new and improved infrastructure in the area. This includes a £16million (S106) contribution towards the delivery of the redevelopment of Colindale Underground Station to accommodate increased passenger capacity and step-free access. To meet the terms of the S106 legal agreement associated with this funding contribution, the new station needs to be in place by 2022.
- 1.1.3 Reflecting the Council's commitment to supporting high-quality redevelopment of Colindale, this Supplementary Planning Document (SPD) sets out the Council's detailed design requirements and scale of development which will be supported for the new station and any associated development. Preparation of the SPD was informed by a draft SPD and Scoping Report which are published separately. These documents provide the evidence base to the SPD as well as provide details on how the development approach has been arrived at.
- 1.1.4 The SPD boundary includes TfL land holdings (station and car-park) as well as 167-173 Colindale Avenue and Agar House (1-6) and rail embankment to the north-east of the station. This has allowed for a range of development scenarios to be considered for the new station. Whilst there may have been merit in extending the SPD boundary eastwards along the roundabout at the junction of Eagle Drive and Aerodrome road this may have diverted the focus of the SPD from providing planning guidance specific to the delivery of a new tube station to wider regeneration benefits. Given the need to have planning guidance in place in the short-term (to allow TfL to build a new station within the timeframe of the S106 legal agreement), the SPD boundary has been restricted to the site area of the new station and immediately adjoining area.

1.2 Purpose of the SPD

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

the development plan.

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

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

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

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

1.2.4 This SPD is supported by the following documents:

- Scoping Report (July 2018), which helped to inform preparation of the SPD and forms part of the evidence base.
- Draft SPD (October 2018), setting out the draft proposals for the site and subject to public consultation.
- Sustainability Appraisal (February 2019) to assess the impact of the proposals in terms of social, environmental and economic indicators.
- Equalities Impact Assessment (February 2019) to ensure that the SPD does not discriminate.
- Statement of Consultation (February 2019) outlining how the SPD has been shaped through consultation.
- Design Concept Report (February 2019) setting out how the design concept for the SPD site has evolved.

1.2.5 All of these documents are published separately on the Council's website at

1.3 SPD Engagement

- 1.3.1 In order to create a SPD which reflects local concerns, issues and aspirations, the SPD has been produced through a collaborative process with the relevant stakeholders. In June 2018 meetings were held with Ward Members to set out the objectives of the SPD. This was followed by a community drop in session in July 2018 which enabled local residents to discuss the proposals with planners representing the Council. Details of how this first phase of engagement process informed the SPD are provided in the Consultation Statement.
- 1.3.2 Following the first phase of engagement, a draft SPD was published for public consultation from October 2018 to January 2019. During this consultation period, the public was invited to comment on the proposed document with hard copies of the Draft SPD made available at Barnet House Reception, Colindale Library and online. A number of consultation activities were undertaken, including:
- Distribution of a leaflet publicising the draft SPD and consultation events to 300 residents.
 - Two drop-in exhibition events at the Pulse Community Rooms in Colindale.
 - An online questionnaire to capture consultation responses.
- 1.3.3 A range of responses were received. The details of these and the corresponding amendments to the SPD are set out in the separate Consultation Statement. The Consultation Statement contains details of all engagement activities undertaken throughout preparation of the SPD.

Chapter 2 – Colindale and the SPD Area

2.1 Colindale: The Wider Area

- 2.1.1 Colindale started to grow in the early 20th century and initially was an employment area for London with a number of institutions relocating to the area, including the Government Lymph Establishment, the British Museum and Hendon Aerodrome as well as industries such as Garsons Ltd and Airco. Housing followed quickly when Colindale Station opened in 1924.
- 2.1.2 However, by the 21st century, employers had moved out of the area and it was recognised by both Barnet Council and the Greater London Authority that there was a need to promote change in the area. Colindale was subsequently identified as an Opportunity Area in the London Plan to deliver significant growth and the Council prepared and adopted a Colindale Area Action Plan (2010) to support the delivery of high-quality new development and supporting infrastructure.
- 2.1.3 Since adoption of the Area Action Plan in 2010, some 6,000 new homes have been approved and completed along with eight commercial schemes (comprising mid-size supermarkets, gyms and restaurants). The new housing development in the main, takes the form of flatted development in buildings extending to some 21 storeys at the highest with the majority being between 7 and 12 storeys high. The housing which predates designation of Colindale as an Opportunity Area comprises a mixture of inter-war housing in the form of two-storey semi-detached properties and mid to late twentieth century, two-storey terraced properties arranged in a collection of cul-de-sacs (see Figure 1).



Figure 1: Colindale wider area

2.1.4 It is anticipated that the resident and working populations will increase over the next few years, as current schemes are implemented (as outlined in the Scoping Report and including the new Barnet Council Offices and the Peel Centre). It is estimated that 35,363 people will be living in Colindale and an additional 2,000 more people working in the area. A number of schemes have been completed, or are currently under construction, since the AAP was adopted and a number of new schemes are expected to be delivered over the next few years (see Figure 2).

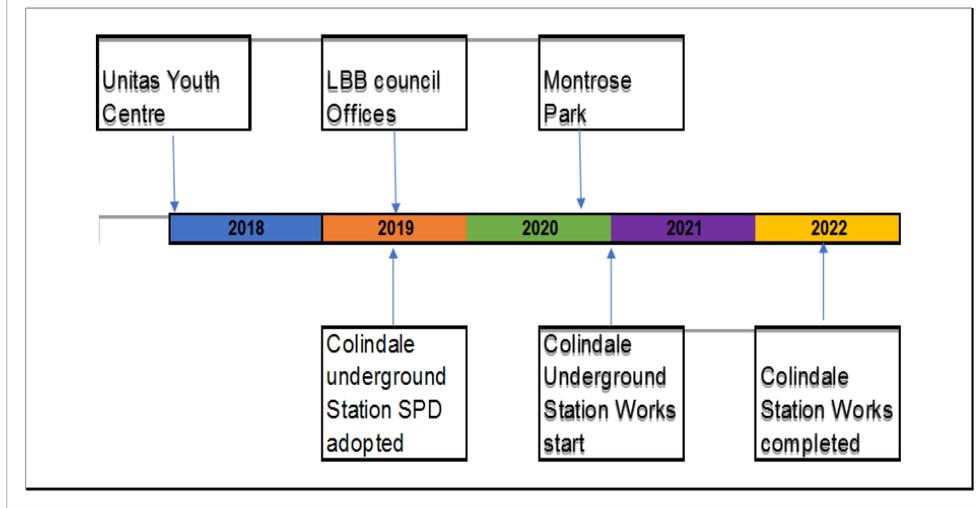


Figure 2: Timeline of SPD schemes and adjoining schemes

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

2.2 The SPD Area

2.2.1 The area covered by the SPD (see Figure 3) is 0.66 ha and extends from Colindale Station to Pasteur Close. As well as the station with associated retail unit and public car-park (23 pay and display spaces), the area includes 167-173 Colindale Avenue (four two-storey residential units) and Agar House (six properties). The footway along the north side of Colindale Avenue is narrow and does not provide a safe or pleasant environment for pedestrians, particularly for pushchairs and people with mobility issues. The SPD area boundary includes both sides of Colindale Avenue where it crosses over the Northern Line as well as the rail embankment to the north east. This is to allow for bridge widening to take place as well as to accommodate the parking and services set out in the proposed development approach.



Figure 3: Colindale SPD area

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

2.2.3 Due to the excellent public transport connections, the area around Colindale Underground Station is categorised as PTAL5, confirming high levels of connectivity, as shown in Figure 4

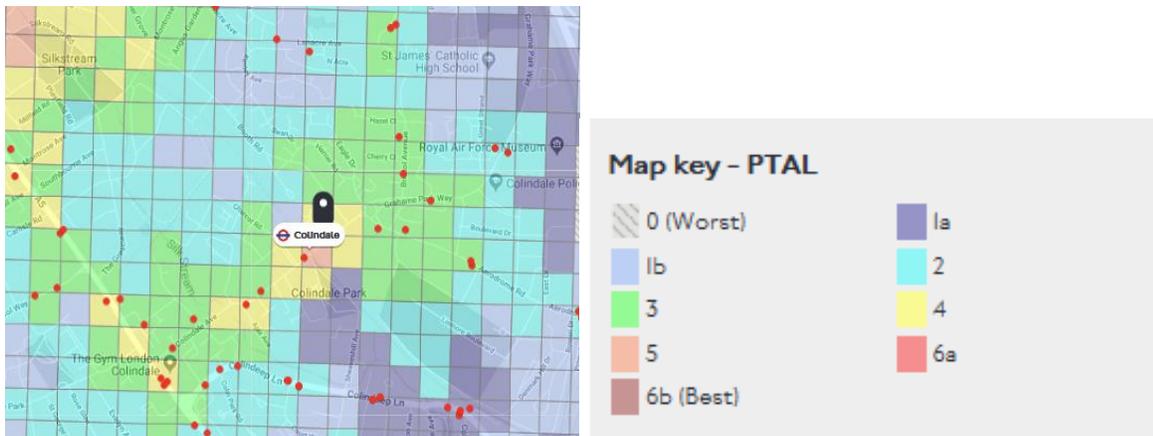


Figure 4: PTAL – Colindale

Chapter 3 – Planning Context

3.1 Introduction

- 3.1.1 A SPD is a non-statutory document but, as a statement of policy intent, must still be considered within the overarching planning policy framework for the area.
- 3.1.2 The policy framework comprises the adopted development plan (London Plan (2016), Core Strategy (2012), Development Management Policies (2012)), together with the National Planning Policy Framework (NPPF) (2018) and Guidance (NPPG) and any other relevant material considerations such as Mayoral and Borough SPD/SPG's. Whilst the emerging London Plan (published in 2017) carries limited weight at this stage, key policies are considered as they are likely to become adopted during the lifetime of delivering the proposals outlined in this SPD.
- 3.1.3 This chapter concludes with a summary of the key policies issues considered to be relevant to the SPD.

3.2 National Policy

- 3.2.1 As outlined in the NPPF (2018), SPDs are intended to add further detail to policies contained within the Local Plan. They can be used to provide guidance on a range of issues and specific sites and are capable of being a material consideration in planning decisions.
- 3.2.2 NPPF para 126 states that to provide maximum clarity about design expectations at an early stage, SPDs should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high-quality standard of design. However, their level of detail and degree of prescription should be tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified.
- 3.2.3 NPPF para 130 states permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in Plans or Supplementary Planning Documents.

3.3 London Plan 2016 (Consolidated with Alterations since 2011)

- 3.3.1 The London Plan 2016 (Consolidated with Alterations since 2011) sets out a broad strategy for how London will change and develop up to 2036 and identifies areas which have considerable scope to accommodate growth and development.

3.3.2 Opportunity Areas

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

3.3.3 Planning for Growth

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

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

3.3.5 Affordable Housing

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

3.3.6 Car and Cycle Parking

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

These are minimum standards of 2 spaces per 2 bedroom or more unit and 1 space for 1 bedroom units.

3.3.7 Tall Buildings

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

3.3.8 Other Relevant London Plan Policies

- Policy 2.3 - Growth Areas and Coordination Corridors
- Policy 2.6 - Outer London: Vision and Strategy
- Policy 2.8 - Outer London: Transport
- Policy 3.3 - Increasing Housing Supply
- Policy 3.4 - Optimising Housing Potential
- Policy 3.5 - Quality and Design of Housing Developments
- Policy 3.7 - Large Residential Developments
- Policy 3.8 - Housing Choice
- Policy 3.9 - Mixed and Balanced Communities
- Policy 3.11 - Affordable Housing Targets
- Policy 3.13 - Affordable Housing Thresholds
- Policy 3.15 - Co-ordination of Housing Development and Investment
- Policy 3.16 - Protection and Enhancement of Social Infrastructure
- Policy 4.3 - Mixed Use Development and Offices
- Policy 6.9 - Cycling
- Policy 6.10 - Walking
- Policy 6.11 - Smoothing Traffic Flow and Tackling Congestion
- Policy 7.3 - Designing Out Crime
- Policy 7.5 - Public Realm

3.4 **Draft London Plan 2017**

- 3.4.1 The Draft London Plan (DLP) published in December 2017 sets out new and amended policies that will guide future development in London up to 2041. Until the draft Plan is finalised, (anticipated to be 2019) the policies contained within it will be a material consideration.
- 3.4.2 As with previous Plans, the Mayor has set out new annual housing targets over a ten-year period. For Barnet, a new housing target of 31,340 has been set,

equating to 3,134 new homes per year over the Plan period (this represents a 33% increase). In addition, there is an emphasis on the delivery of 'genuinely' affordable housing and the Plan has set a strategic aim of 50% of all new homes to be affordable

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

3.4.4 Opportunity Areas

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

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

3.4.5 Affordable Housing

To deliver 43,500 affordable homes per year, as established in the Strategic Housing Market Assessment, **Policy H5** in the DLP sets out a strategic target for 50% of all new homes to be affordable. Public sector land is expected to deliver at least 50% across its portfolio. Under **Policy H6** a threshold approach to viability has been introduced. This means that schemes of 10 units or more or with combined floorspace of greater than 1,000 m² that meet or exceed the threshold without public subsidy are not required to submit viability information. The threshold level of affordable housing has initially been set at:

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

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

3.4.7 Design and Tall Buildings

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

- their visual, functional environmental and cumulative impact;
- potential contribution to new homes, economic growth and regeneration;
- public transport connectivity and ensuring that the capacity of the area and its transport network is capable of accommodating the quantum of development in terms of access to facilities, services, walking and cycling networks and public transport networks.

3.4.8 Car and Cycle Parking

Policy T6 on car parking states that it should be restricted in line with levels of existing and future transport connectivity. Car-free development should also be the starting point for all development proposals in place that are well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking.

3.4.9 **Policy T6.1** sets maximum residential parking standards and indicates that all areas with a PTAL 5-6 should be car free. New residential development proposals delivering 10 or more units must as a minimum, ensure that there is at least one designated disabled parking bay per dwelling per 3% of dwellings is available. **Policy T5** supports minimum cycle standards for residential as 1 space per studio, 1.5 spaces per 1 bed unit and 2 spaces for all other dwellings. An additional space per 40 units should be provided for visitors.

3.4.10 Other Relevant Emerging London Plan Policies

- Policy D1 - London's Form and Characteristics
- Policy D2 - Delivering Good Design
- Policy D3 - Inclusive Design
- Policy D4 - Housing Quality and Standards
- Policy D6 - Optimising Housing Quality
- Policy D7 - Public Realm
- Policy D8 - Tall Buildings

- Policy H1 - Increasing Housing Supply
- Policy H10 - Redevelopment of Existing Housing and Estate Regeneration
- Policy S1 - Developing London's Social Infrastructure
- Policy T1 - Strategic Approach to Transport
- Policy T2 - Healthy Streets
- Policy T3 - Transport Capacity, Connectivity and Safeguarding
- Policy T5 - Cycling
- Policy T9 - Funding Transport Infrastructure through Planning

3.4.11 Other London Plan material considerations include

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

3.5 Mayor's Transport Strategy (2018)

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

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

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

3.5.4 In addition, the strategy also focuses on delivering new homes and jobs on transport land and by 2020/21 aims to start on working on property development sites that will deliver 10,000 new homes.

3.6 Barnet Planning Policy

3.6.1 The main documents currently used to guide development in Barnet are the Local Plan Core Strategy and Development Management Policies documents

which were adopted in 2012. Together with the Colindale Area Action Plan (AAP) (2010) they form the local planning framework for the area.

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

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

3.6.4 The timetable for the new replacement Local Plan is:

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

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

3.7.1 Planning for Growth

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

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

3.7.3 New Homes and Affordable Housing

Policy CS4 deals with providing quality homes and housing choice and sets out how we plan to create successful communities. This includes ‘seeking to ensure

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

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

3.7.5 Colindale AAP **Policy 7.2** seeks a 50% affordable housing target, in order to allow the Council to negotiate the maximum reasonable amount of affordable housing subject to viability.

3.7.6 Design and Tall Buildings

Policy CS5 deals with creating high quality places. It requires that development in Barnet ‘respects local context and distinctive local character enabling places and buildings of high quality and design.’ It highlights that developments should address the principles, aims and objectives of national design guidance as well as being ‘safe, attractive and fully accessible’. Developments should ‘provide vibrant, attractive and accessible public spaces.’ It states that all development ‘should maximise the opportunity for community diversity, inclusion and cohesion and should contribute to people’s sense of place, safety and security.’ With respect to tall buildings, it highlights that structures defined as 8 storeys (or 26 metres) or more in height may be appropriate in strategic locations, including Colindale Avenue. **Policy DM05** lists the requirements that tall building developments in strategic locations should demonstrate.

3.7.7 Colindale AAP **Policy 5.3** highlights that the height of new buildings in Colindale will take account of accessibility to public transport, shops and services and the height of existing buildings in the vicinity of the proposal site. Taller buildings (in excess of 6 storeys) will only be located in the most sustainable locations which benefit from good access to public transport facilities and shops and services. The AAP highlights that the area immediately around Colindale Station as the most sustainable location within the Colindale Regeneration Area but that any such type of development will be of excellent design quality and will act as a positive landmark and help aid legibility and orientation.

3.7.8 **Policy DM01** aims to protect Barnet’s character by ensuring that development

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

3.7.9 Providing Safe, Effective and Efficient Travel

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

3.7.10 Car Parking

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

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

3.7.12 Community Safety and Facilities

Well planned, mixed use areas, good quality public realm, carefully designed buildings, open spaces and neighbourhoods can 'design out' crime and help to reduce the fear of crime. The Local Plan highlights that we will ensure that any new transport interchanges are designed to help address personal safety and reflect Secured by Design principles. **Policy CS6 – Making Barnet a Safer Place**, states that we will encourage appropriate security and community safety

measures in buildings, spaces and the transport system. This is supported by **DM2** – Development Standards, which requires developers to demonstrate compliance with ‘Secured by Design’.

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

3.7.14 Other Relevant Local Plan Policies

- Policy CS7 - Enhancing and Protecting Barnet’s Open Spaces
- Policy CS8 - Promoting a Strong and Prosperous Barnet
- Policy CS9 - Providing Safe, Effective and Efficient Travel
- Policy CS13 - Ensuring the Efficient Use of Natural Resources
- Policy DM13 - Community and Education Uses
- Policy DM14 - New and Existing Employment Space
- Policy DM18 - Telecommunications

3.8 Colindale Area Action Plan (2010)

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

3.8.2 The planning framework for Colindale is set out in the Area Action Plan (AAP) adopted in March 2010. The AAP sets a target of 9,800 new homes by 2021 and a minimum of 1,000 jobs. In addition, the AAP also aims to improve connectivity and movement throughout the area, where the use of public transport, walking and cycling are encouraged. This document was prepared in the full light of Barnet’s place shaping and corporate regeneration strategy, the ‘Three Strands Approach’. With the London Plan providing the regional spatial strategy for both the AAP and the Core Strategy, both have been prepared within the same strategic and corporate policy context to ensure conformity and consistency.

3.8.3 The AAP’s vision (see Figure 5) is that Colindale will, by 2021, be a vibrant successful and diverse neighbourhood where people will want to live, work and visit. It will accommodate high quality, sustainable developments within four ‘Corridors of Change’ and a new neighbourhood centre. Colindale will become a successful suburb in North London, providing existing and new communities with high quality local services, improved transport and access to enhanced green

space and leisure facilities.



Figure 5: AAP Vision Design

3.8.4 As a Corridor of Change (see Figure 6), Colindale Avenue is set to provide the vibrant heart and gateway of Colindale as a sustainable mixed-use neighbourhood centre, anchored by a new public transport interchange with pedestrian piazzas. This Corridor will provide a new convenience food store of up to 2,500m² in the neighbourhood centre. It will also include a new location for Barnet College, support for relocation of Middlesex University’s student accommodation and support for provision of a new primary healthcare facility. The quality of, and access to Montrose Park will be improved, as will the environment of the Silk Stream.

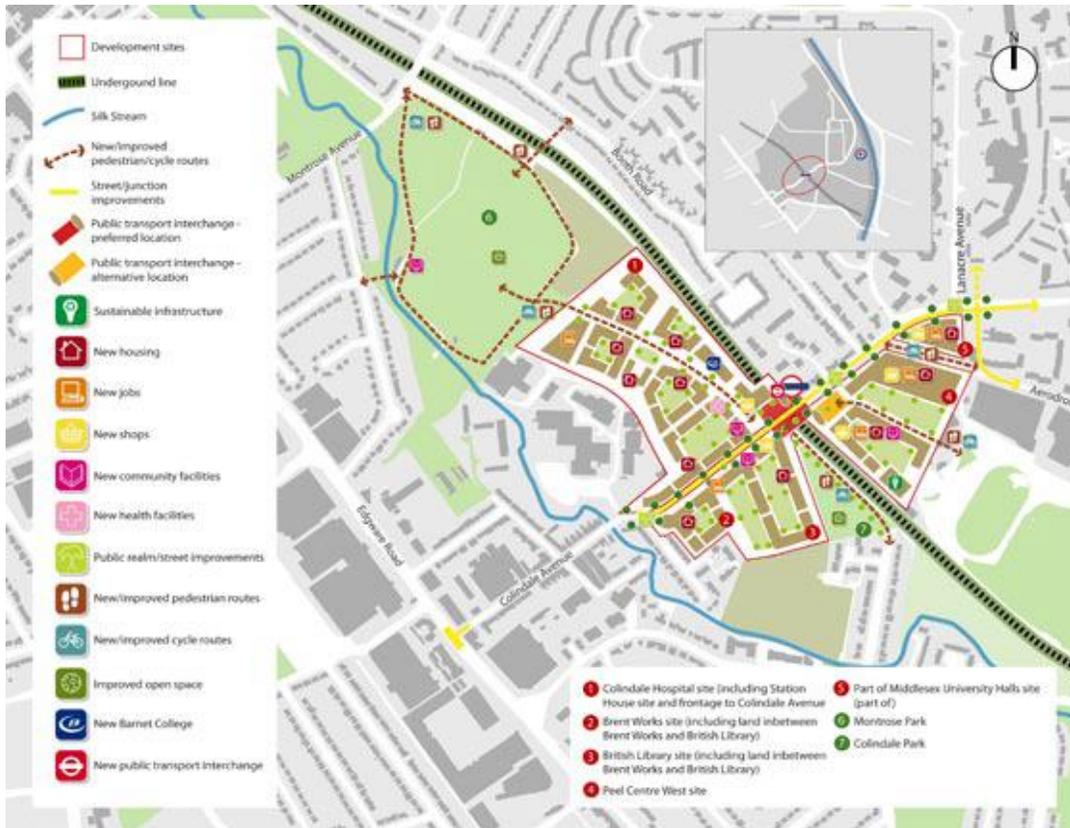


Figure 6: Colindale Avenue Corridor for Change

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

3.8.6 Progress on the implementation of the Colindale AAP is set out in **Barnet's Authorities Monitoring Report**

3.9 Barnet Supplementary Planning Documents

3.9.1 The following Barnet SPDs are of particular relevance to Colindale:

- Affordable Housing SPD (2007) – although this predates the adoption of the Local Plan in 2012 and the Mayor's SPGs, it sets out a Barnet approach to securing affordable housing.
- Planning Obligations SPD (2013) - focuses on when Planning Obligations will be required and the relationship with CIL. It sets the requirements for different scales of development as well as the procedural process for delivering a legal agreement.

- Delivering, Skills Employment, Enterprise and Training (SEET) from development through S106 SPD (2014) - applies to development that generates new jobs through construction and / or end use as well as developments that involve the loss of employment space and require planning permission. The SPD sets out the mechanisms and benchmarks for ensuring that development positively contributes to Barnet's economy.
- Sustainable Design and Construction SPD (2016) - sets out Barnet's technical requirements for environmental design and construction management. It sets out requirements on air, noise, water, energy, water, waste and habitat quality in order to achieve protection and enhancement of the environment;
- Residential Design Guidance SPD (2016) - provides a clear and consistent message on how we manage change within Barnet's suburbs. The SPD provides more detailed and locally relevant residential design guidance on issues such as local character, density, built form, car parking and amenity space standards connected with new build development;
- Green Infrastructure SPD (2017) - provides a clear vision for delivering a range of benefits including enhancing the physical and mental health of residents, making Barnet a better place to live, work, invest, learn and play, joining communities together by creating new green links between different parts of the borough, preparing for the impacts of climate change by controlling flooding, reducing pollution and moderating temperatures, as well as protecting and enhancing the borough's trees and their contribution to cultural and natural heritage.

3.10 Key Policy Issues for the SPD

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

- **Sustainable regeneration** – the AAP highlights that the area immediately around Colindale Station is most sustainable location in Colindale. This creates opportunities for commercial investment that is appropriate to the area as part of the residential-led, mixed-use development of Colindale Avenue.

- **Public transport interchange** – the APP identifies the need for a new public transport interchange. Delivery of an upgraded Underground Station will in part address this proposal. In terms of wider public transport improvements, the SPD will need to identify opportunities in the wider Colindale Avenue area.
- **Affordable Housing** – the land covered by the SPD includes property owned by Transport for London and private parties. The Mayor’s approach is to support a minimum of 35% affordable housing on private land and 50% on public sector land such as TfL. In accordance with the AAP, the Council’s approach for Colindale is to seek 50% of all new homes to be affordable. The SPD therefore seeks 50% affordable housing across the SPD site area.
- **Tall Buildings** – the location supports tall buildings of 8 storeys or more. The AAP highlights Colindale Avenue as the most sustainable location within the Colindale Regeneration Area but any such type of development will be required to be of excellent design quality and act as a positive landmark which helps to aid legibility and orientation. Given the location of the SPD area in the heart of the neighbourhood centre and forming part of a new public transport connection, tall buildings at this location would be sited in the most sustainable position and provide a way-marker to the centre of Colindale.
- **Car and Cycle Parking** – the SPD area is within the Colindale Controlled Parking Zone. Given the high PTAL (5) there is policy support for car-free development. The London Plan sets out requirements on cycle parking. Appropriate parking for disabled people should always be provided.
- **Community Safety** – with provision of new public realm and projected increases in use of the Station, proposals should meet Secured by Design principles
- **Barnet Community Infrastructure Levy** — For new development above 100 sqm (gross internal floorspace) the charging rates subject to indexation are:
 - £135 per sqm for residential uses (C1-C4 and HMOs excluding ancillary car parking)
 - £135 per sqm for Retail Uses within A1-A5 Use class
 - £35 per sqm for all uses (excluding education and health care)

3.10.2 In addition, all development other than for health and education purposes is subject to the Mayoral CIL. The Mayoral CIL is £35 a square metre plus indexation for planning permissions granted before 1st April 2019. After 1st April 2019 the Mayoral CIL charge will increase to £60 a square metre. The charge will then be known as MCIL 2 and will contribute towards the funding of Crossrail 2.

Chapter 4 – Development Approach for the SPD Site

4.1 Introduction

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

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

4.1.2 The quality of the current Underground Station and adjoining public realm detracts from the new development taking place in the surrounding area and does not have adequate capacity for the numbers of passengers now using the facility. Replacement of the current Underground Station offers an opportunity to deliver a key aim of the Area Action Plan to provide an integrated public transport interchange at this location.

4.1.3 In delivering a public transport interchange, a range of wider opportunities, which have been taken into account in formulating design proposals for the SPD area, including:

- Redevelopment of the SPD site (including the existing Underground Station, embankment to the north-east of the station, land above the rail-tracks, the existing station car park, 167-173 Colindale Avenue and Agar House (Flats 1-6)), to knit together all the individual Colindale schemes into a cohesive community.
- Redevelopment of the existing Underground Station to improve the relationship of the station to the piazza to the west (Site A).
- Repositioning of the station to allow for improved pedestrian access into/out of the station, including step-free access within the station (Site B).
- Redevelopment of the existing car-park within the overall station development to improve aesthetic quality (Site C).
- Potential replacement of properties at Nos. 167 to 173 Colindale Avenue and Agar House (1-6), Colindale Avenue with new residential-led, mixed-use development comprising commercial at ground floor and residential use

above, set back from the current boundary-line to allow for pavement widening (Site D).

- Provision of disabled car-parking on land adjacent to the rail tracks (Site E).

4.1.4 To deliver these development opportunities, the SPD site comprises five separate parcels of land, as shown in Figure 7.

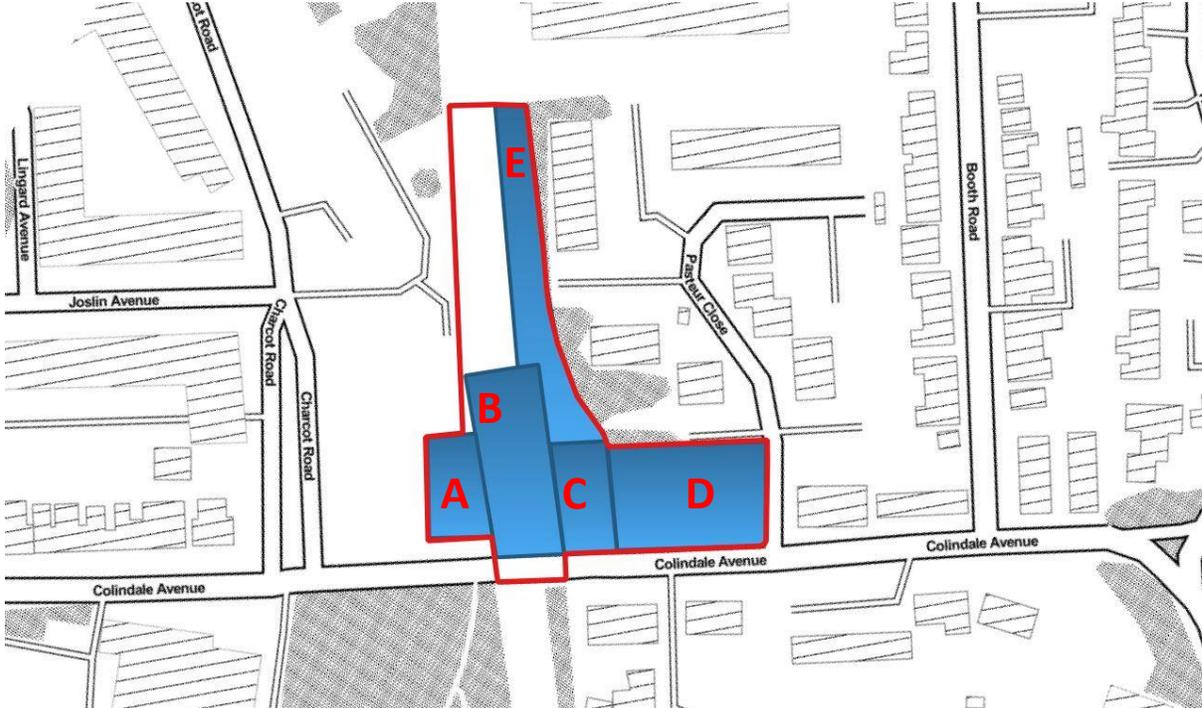


Figure 7: Development parcels

4.1.5 Redevelopment of these parcels of land should seek to deliver benefits for the wider area, including:

- Redevelopment to knit together all the individual Colindale schemes into a cohesive community.
- Repositioning of the station to allow for improved pedestrian access into/out of the station.
- Improved pedestrian access to new commercial centre (current Peel Centre planning application) and Montrose Park.
- Delivery of step free access within the new Station.
- Footway widening along this part of Colindale Avenue.
- Bridge widening to reduce the pinch-point effect.
- Possible introduction of cycle-ways.
- New bus stopping area.

- Redevelopment of existing station to provide aspect onto the piazza to the west.
- Redevelopment of the car-park within the overall station development to improve the aesthetic quality.
- Potential replacement of properties at Nos. 167 to 175 Colindale Avenue with new mixed-use development with commercial at ground floor and residential above, set back from the current boundary-line to allow for pavement widening.

4.1.6 As outlined below general development principles for a new public transport interchange are outlined. Design principles common to all parts of the SPD site are set out in the SPD, with additional guidance specific to Sites A-E are then provided along with guidance for Colindale Avenue public realm and which should be incorporated into detailed schemes prepared for Sites A-D. This section concludes with a summary of planning application requirements.

4.2 Colindale Public Transport Interchange

- 4.2.1 Redevelopment of the tube station, and in accordance with the Colindale Area Action Plan (2010), allows an opportunity for an integrated public transport interchange to be delivered. This comprises two elements – trains and buses, to create a multi-modal interchange between one mode of transport to another.
- 4.2.2 The new underground station should be fully accessible to all passengers, providing ease of access into/out of the station along with step-free facilities. From the station, directional signage should be in place to local bus stops, bus routes and taxi waiting points. Similarly, local bus stops, should provide directional information to the underground station.
- 4.2.3 New bus stopping facilities should be provided on Colindale Avenue within the SPD site – one travelling in an eastwards direction and the other in a westwards direction. These bus-stops should be clearly marked out, with kerbs to allow for ease of access for passengers with mobility difficulties. Waiting will not be allowed at these two new bus stops. If bus-waiting is required, provision should be made on Charcot Road.
- 4.2.5 Disabled parking provision, currently provided in the station car-park (Site C), should be re-provided on the new car park located on Site E. Access from the car park to the underground station and local bus stops should be well lit and easily navigable.
- 4.2.6 The Council will work with TfL in the current London-wide review of bus routes to ensure that Colindale is well served by bus (particularly orbital travel) to meet the needs of this growing resident and working population based in the area.

4.2.7 Taxi and drop-off facilities for the underground station should be provided on Charcot Road.

4.3 Common Design Principles

4.3.1 Built Form and Height

Given the prevailing pattern of established and recently completed development in Colindale, redevelopment of the SPD site is key to unifying the individual developments which have been completed in the surrounding area to provide overall cohesion in terms of built form and height.

4.3.2 The overall design approach for the SPD site, as informed by the accompanying Design Concept Report, is to deliver a form of development which will mark the area as the centre of Colindale, incorporating a new Underground Station and direct access into the new neighbourhood centre. Within the SPD site, there is expected to be one building which will be the highest in Colindale, setting a height strategy for the surrounding area, with all other new proposed buildings, dropping down in height from this high-point (see Figure 8). This will provide a co-ordinated approach (retrospectively) to the range of building heights which have been allowed in the surrounding area.

4.3.3 Also, the built form is expected to be dense, recognising that the SPD site forms the centre of Colindale. Higher densities in this central location with less dense development in the surrounding area sets a pattern of development similar to established areas and starts to unite Colindale into a cohesive form.



Figure 8: Indicative massing approach

4.3.4 Local Integration

To support the new neighbourhood centre being created within the Peel Centre, development on the SPD site should seek to 'complete' the commercial heart of Colindale. New retail and leisure space as well as a publicly accessible environment, will enhance quality of life, the local economy and complement the existing efforts of regeneration (see Figure 9).



Figure 9: Emerging Local context

4.3.5 Material and Façade Variation

The development should incorporate a varied palette of materials across Sites A-D. It is suggested that brick should be the dominant façade material (unless an appropriate alternative can be identified) as it is common to the majority of development in Colindale. Brick size, colouring and construction technique is important to distinguish between the different elements of the SPD site as well as complement buildings in the surrounding area. Choice of materials and finish will therefore form an important element of any planning application and will be agreed with the Council's Urban Design Office prior to implementation of any scheme. Different materials and fenestration techniques should be utilised to achieve variation (see Figure 10).



Figure 10: Indicative material palette

4.3.6 Active Retail Frontages

Retail frontages should be visible along pedestrian routes and easy to navigate to (see Figure 11). Active frontages should be included at ground floor level and shop-fronts should be glazed with clear entry points. Signage should not be illuminated and roller shutters will not be permitted. The Council will resist commercial development if it is considered inappropriate to the area.



Figure 11: Retail frontage

4.3.7 Car / Cycle Parking and Servicing

Dedicated car parking for disabled users should be provided in accordance with London Plan standards for both the Underground Station and surrounding new commercial/residential development.

4.3.8 Cycle parking should be provided in accordance with London Plan standards for both the Underground Station and surrounding new commercial/residential development. Cycle facilities should be of a standard to meet 'London Cycle Design Standards'.

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

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

4.3.11 Affordable Housing

Affordable housing should be provided in line with the Draft London Plan and the Colindale Area Action plan and seek to provide 50% across the site.

4.4 Site A – Site of Existing Station

4.4.1 Within the SPD site, Site A comprises the area currently occupied by the existing Underground Station (see Figure 12).

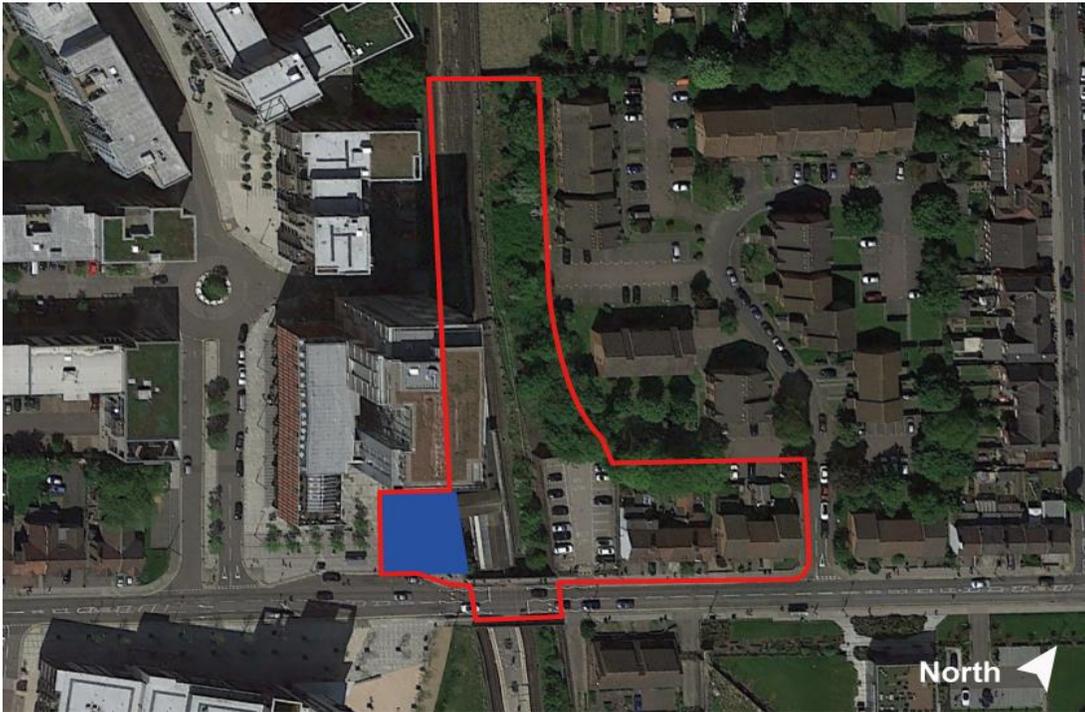


Figure 12: Site A

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

4.4.3 As a new land-mark building for Colindale, this building should incorporate high-quality materials and be executed to the highest standard.

4.5 Site B – Over Rail Tracks

4.5.1 Within the SPD site, Site B comprises the area above the rail-tracks, currently free of any form of development (see Figure 13).

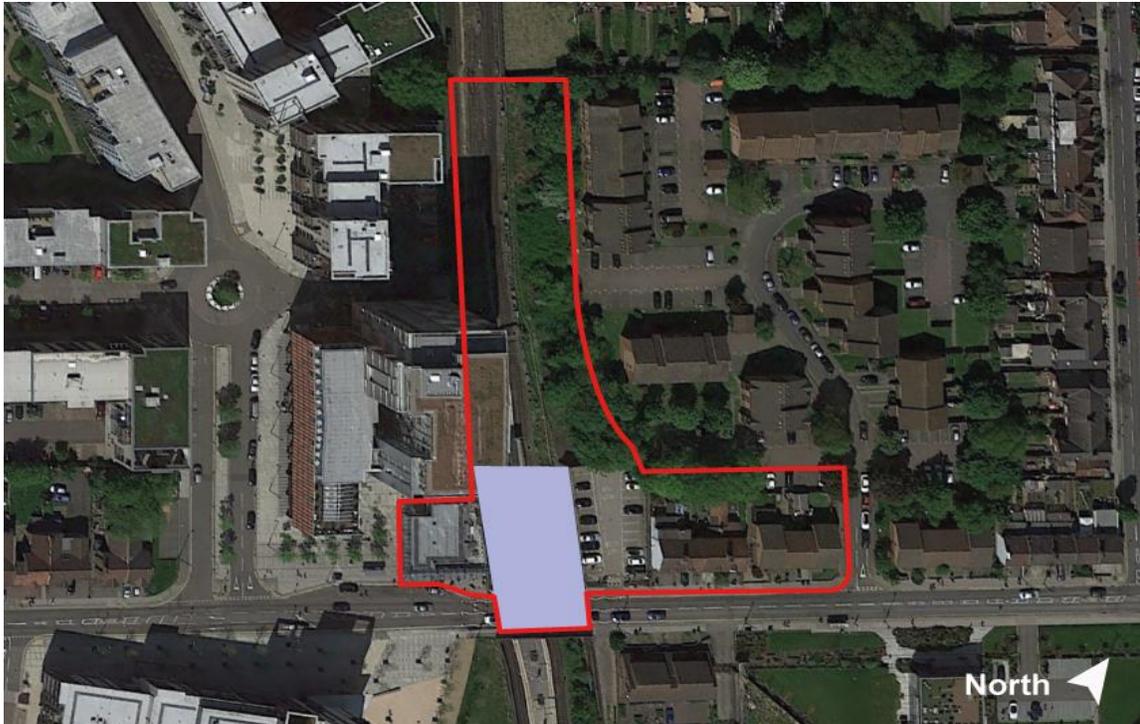


Figure 13: Site B

- 4.5.2 A new upgraded station should be provided on a deck at street level over the rail-tracks, allowing for the existing bridge-parapet to be removed and the new station set-back from the current building-line. A widened pavement would have the benefit of relieving pressure on the current bridge footway, thereby enhancing pedestrian movement through the area. A pedestrian crossing should be appropriately sited close to the station entrance/exit to allow passengers, safe and direct access to the new neighbourhood centre and Montrose Park.
- 4.5.3 The new Underground Station should be built to a high architectural standard and incorporate detailing to reflect the historical context of Colindale (see Figure 14). Integrated step-free access should be provided within the station, delivering a key aim of the scheme.



Figure 14: Art in Charing Cross Station

- 4.5.4 Facilities for bus stopping areas should be included in close proximity to the station and be suitably located so as not to impede pedestrian movement.
- 4.5.5 Opportunities for residential development over the new station should be explored, with potential for a new building between 20 and 25 storeys in height. This would complement the new proposed buildings on Sites A and C.

4.6 Site C – Site of Existing Car-Park

- 4.6.1 Within the SPD site, Site C comprises the area currently occupied by the station pay and display car-park (see Figure 15).

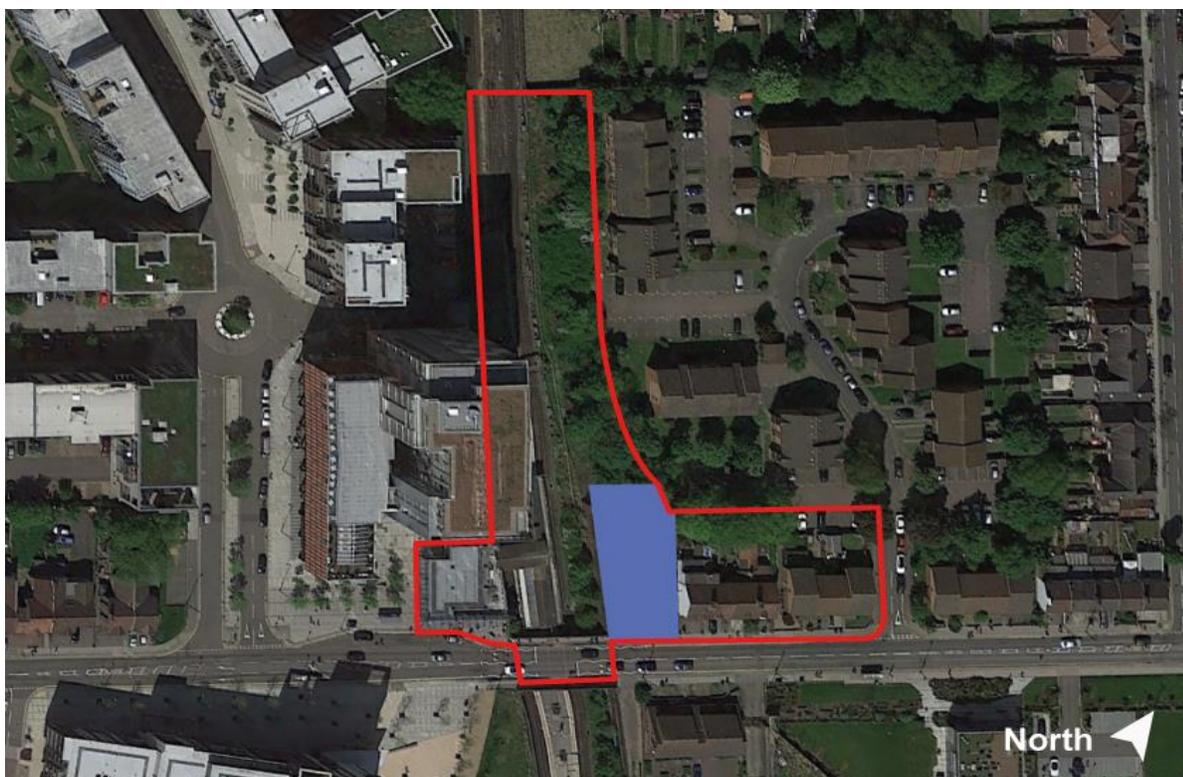


Figure 15: Site C

- 4.6.2 This part of the site should provide an active frontage along the northern side of Colindale Avenue with commercial uses at ground floor level and residential above. The new structure should be between 16 and 20 storeys in height to complement the height and scale of adjoining development.
- 4.6.3 The building should follow the building-line established by Block B on the Peel Centre to contribute to and enhance the sense of place being created in the Peel Centre square and be set back at least 4 metres from the roadway (and any new

dedicated cycle-lane), plus space needed to create an active frontage. The footway should be widened to allow ease of access to/from the station.

4.7 Site D – 167-173 Colindale Avenue and Agar House

4.7.1 Within the SPD site, Site D comprises the area currently occupied 167-173 Colindale Avenue and Agar House (see Figure 16).

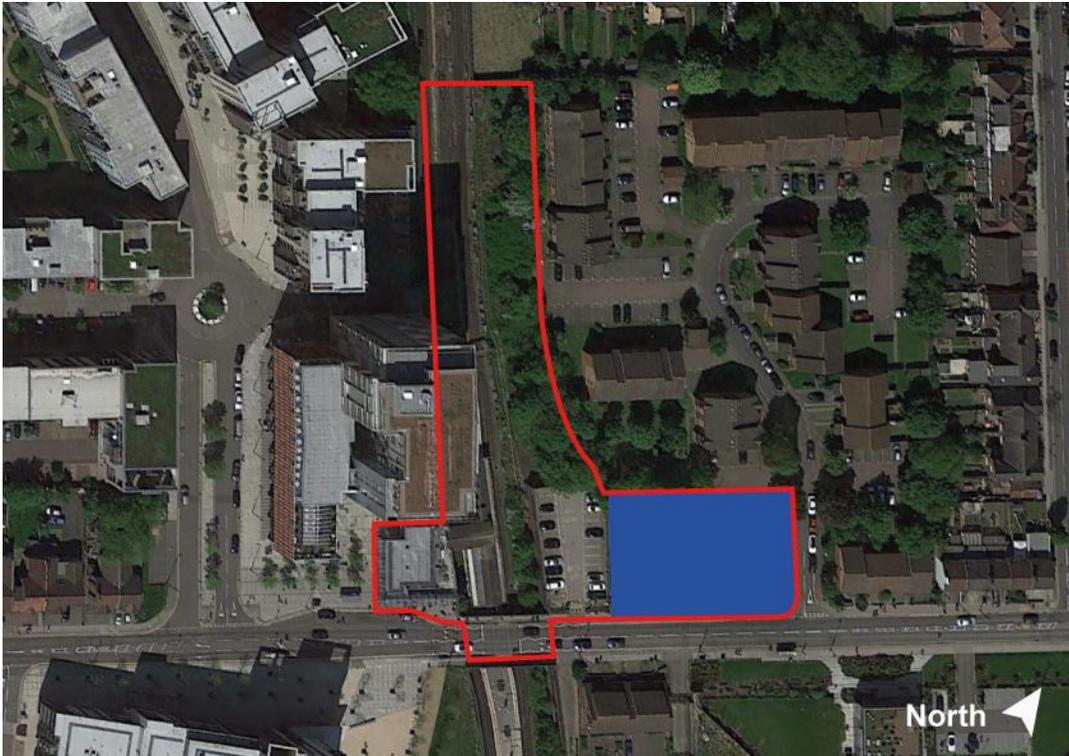


Figure 16: Site D

4.7.2 Nos 167 to 173 Colindale Avenue and Units 1-6 Agar House, Colindale Avenue, could accommodate a widened public realm and be set back to provide a legible edge to the public routes. Any new building should be no more than 8 storeys in height to complement the proposed new development on the opposite side of Colindale Avenue (Peel Centre). The building should be sited so as to ensure that the height does not negatively impact on light to properties in Pasteur Close. If necessary, the building will need to be reduced in height to ensure Pasteur Close properties are not impacted.

4.7.3 The public realm should be widened to at least 4metres from the roadway (and any new dedicated cycle-lane) to comfortably accommodate an increased number of pedestrians in the area.

4.8 Site E – Railway Embankment to North East of Station

4.8.1 Within the SPD site, Site E comprises the railway embankment to the north east of the Station (see Figure 17).

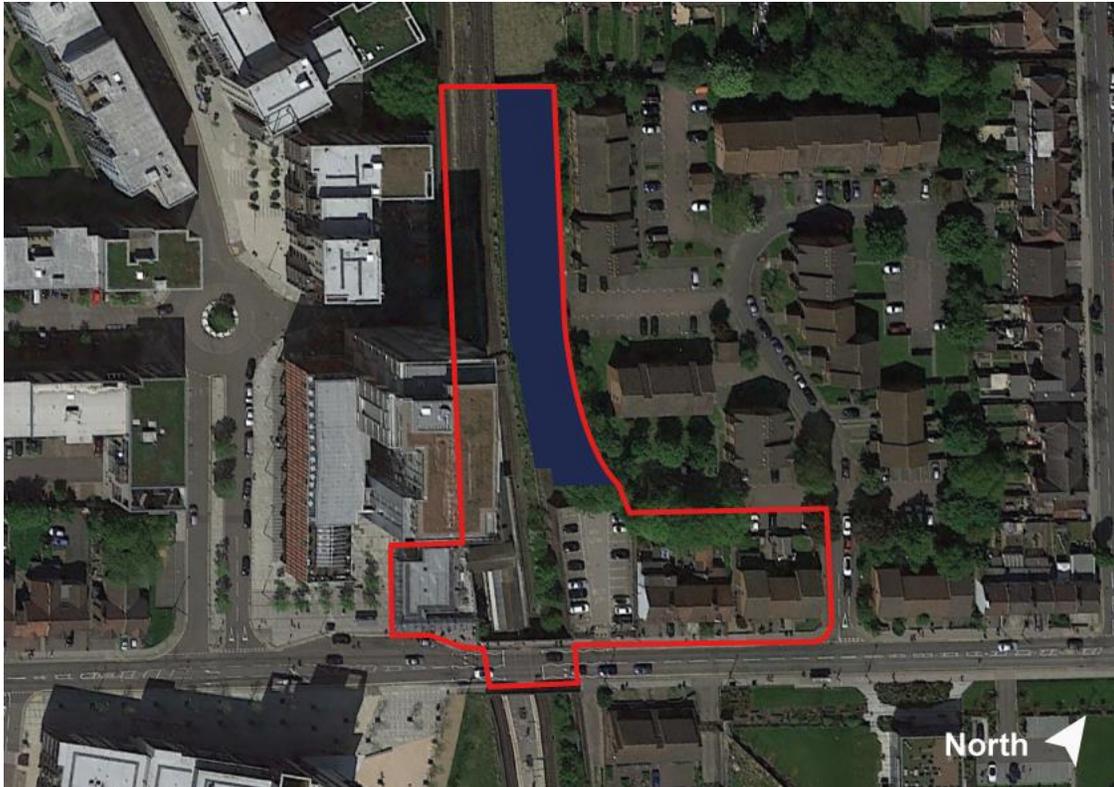


Figure 17: Site E

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

4.9 Colindale Avenue Public Realm

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

- Footway widening along this part of Colindale Avenue to allow for 4 metre footway width.
- Bridge widening to reduce the pinch-point effect – to be achieved through positioning the new station over the rail tracks and removing the existing parapet wall on the northern side of the bridge.

- Consider the construction of an additional footbridge situated to the south of the existing southern parapet wall. This would allow for the current footway to provide a cycle route and divert all pedestrians away from the road.
- Introduction of cycle ways.
- New bus stopping area in location that does not impede pedestrian movement.
- Redevelopment of the existing station to provide a visual and functional connection to the piazza outside the western boundary of the SPD site.
- Improved pedestrian access to the new neighbourhood centre and Montrose Park.
- Soft landscaping appropriate to the street, which will establish a form of landscaping for the rest of Colindale.
- Street furniture of an appropriately high standard (see Figure 18).



Figure 18: Paving examples

4.9.2 Public realm improvements should be achieved through the use of a palette of materials that are appropriate to their location and use, and be compatible with the landscape design principles, to ensure a long-lasting, flexible and attractive public realm (see Figure 19).



Figure 19: Successful public realm

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

4.10 Planning Application Requirements

4.10.1 The information submitted with any planning application should be in accordance with the Council's local requirements for the validation of the planning application. These requirements can be viewed on the Council's web-site.

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

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

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

Chapter 5 – Delivery and Implementation

5.1 Delivery Strategy

5.1.1 It is recognised that this is a relatively small site with an intense form of development proposed. A preliminary phasing strategy is proposed, however, this may need to be reviewed throughout construction to ensure no adverse impact to pedestrian and vehicle movement on Colindale Avenue. Land assembly will also need to take place to allow development to take place.

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

5.1.3 A coordinated and comprehensive approach will ensure:

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

5.1.4 The Council's approach to delivery strategy and its implementation is as follows:

Preliminary Phasing Strategy

Phase 1 – Development of New Ticket Hall (Sites B)

On current projections, construction works to build the new ticket hall over the existing platforms and tracks are planned to commence in 2021. The total duration is estimated at approximately 12 months and will include a period of closure. The existing car park to the east of the tracks will be used as the principal compound for the site establishment. The existing ticket hall will be retained in use for as long as possible whilst construction of the new deck and ticket hall takes place. Some closure of the station will be necessary but this will be minimised as far as possible. Public realm enhancements associated with the station will be provided in the first phase.

Phase 2 – Development of Sites A and C

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

Phase 3 – Development of Sites C and D

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

Phase 4 – Development of Site E

The eastern block (Site D) will be constructed last with the site compound principally remaining on the embankment area to the north east of the station.

5.2 Planning and Phasing

- 5.2.1 The SPD outlines the Council's policies and provides a spatial framework for stakeholders, including landowners and developers to positively respond to. Development proposals that come forward will be required to meet these policy requirements and obligations. Future applicants are advised to consult with the Council as early as possible to ensure that the form and nature of planning applications will facilitate and not prejudice the comprehensive development approach. All planning applications will be considered against the adopted Local Plan and any other relevant material considerations, including this SPD once adopted.
- 5.2.2 Planning applications will be required to meet all national and Barnet specific requirements.
- 5.2.3 The Council anticipates that development will come forward in the form of a single planning application which will be determined by the Council in 2019. The approach to delivering the station and adjacent station development is based on the principle that the station redevelopment will be delivered first to meet TfL targets for provision of step free access and to utilise available S106 funds within the stipulated timescale. The adjacent residential development will follow after completion of the station. It is expected that construction of the new station will start in 2020, with completion expected in 2022. Subject to no unforeseen delays, development on Site A will start in 2021 with the remainder of the scheme following thereafter.
- 5.2.4 Further work by TfL is underway to determine the optimum method for delivering the station which strikes a balance between cost effective delivery and minimising disruption to services. The preliminary phasing strategy is based on these ongoing studies.
- 5.2.5 The site is constrained with restrictions imposed by working adjacent to the railway and has limited space available for site compounds. It is therefore assumed that construction of the scheme will have to be phased to allow

sufficient space for site compounds for each block.

- 5.2.6 The Council will work proactively with developers and landowners throughout the development process, as well as other stakeholders within the SPD area.
- 5.2.7 The construction process is likely to give rise to disruption at the local level due to noise, dust and traffic effects. The Council encourages construction and development partners to utilise the Considerate Constructors Scheme which monitors contractors against construction appearance, community, environment, safety and workforce.

5.3 Land Ownership, Site Assembly and Compulsory Purchase

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

5.4 Infrastructure and funding

- 5.4.1 The SPD requires appropriate infrastructure to come forward to accommodate new development. The Council also recognises the importance of engagement with utility providers at an early stage in the development of any associated with any planning application/s.
- 5.4.2 Infrastructure provision to enable the redevelopment of Colindale Station will be developed and implemented by TfL, the Council and other statutory bodies and developers as appropriate.
- 5.4.3 Funding will include the use of S106 and Community Infrastructure Funds to be pooled as appropriate to meet identified infrastructure requirements.
- 5.4.4 The Barnet Community Infrastructure Levy requires contributions towards new retail and residential development that provides additional floorspace. In the case

of residential, this is £135 per metre square. With indexation from 2013 to 2018 the rate has increased to £188 per metre which achieves around £14,000 per new dwelling (excluding affordable housing). These contributions are pooled by the Borough and spent on a range of infrastructure priorities set out in Barnet's Infrastructure Delivery Plan. This includes local health and education requirements, where specific monitoring is undertaken by LB Barnet in a continuous approach as part of Local Plan monitoring including through the planned development pipeline to identify where needs and investment opportunities exist or are forecast. Section 106 contributions are made in addition to Community Infrastructure Levy contributions to mitigate the effects of development at the local level, for example of local transport or public realm investment.