



Report to the London Borough of Barnet

by Douglas Machin BSc DipTP MRTPI

**an Inspector appointed by the Secretary of
State for Communities and Local
Government**

The Planning Inspectorate
Temple Quay House
2 The Square
Temple Quay
Bristol BS1 6PN
☎ 0117 372 8000

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PLANNING AND COMPULSORY PURCHASE ACT 2004

SECTION 20

**REPORT ON THE EXAMINATION INTO
THE COLINDALE AREA ACTION PLAN**

Document submitted for Examination on 19 August 2009
Examination Hearing held on 17 November 2009

File Ref: LDF001060

1 Introduction and Overall Conclusion

- 1.1 Under the terms of Section 20(5) of the Planning & Compulsory Purchase Act 2004, the purpose of the Independent Examination of a Development Plan Document is to determine:
- (a) whether it satisfies the requirements of s19 and s24(1) of the 2004 Act, the regulations under s17(7), and any regulations under s36 relating to the preparation of the document; and
 - (b) whether it is sound.
- 1.2 This report contains my assessment of the Colindale AAP ("the AAP") in terms of the above matters, as required by s20 (7) of the 2004 Act. In line with national policy, the starting point for the Examination is the assumption that the Council has submitted what it considers to be a sound plan. My report considers the legal requirements, and then deals with the relevant matters and issues considered during the Examination in terms of justification, effectiveness and consistency with national policy. My overall conclusion is that the AAP is a high quality plan that is sound, and therefore no changes are necessary to ensure soundness. However, I endorse the minor changes that the Council wishes to make to improve the AAP's clarity, as detailed in Annex 1.

2 Legal Requirements

- 2.1 The AAP is contained within the Council's Local Development Scheme (LDS) with a submission date of February 2009 and an adoption date of March 2010. The AAP was in fact submitted in August of this year to allow the Council to fulfil the requirements for consultation but it could be adopted by March 2010 or shortly after. The content of the AAP reflects the LDS intentions. The Council's Statement of Community Involvement (SCI) has been found sound by the Secretary of State and was formally adopted by the Council before the Examination Hearing. It is evident from the documents submitted by the Council, including the Regulation 30(d) and 30(e) Statements, that the Council has met the requirements as set out in the Regulations. I am satisfied that the AAP complies with the specific requirements of the 2004 Regulations (as amended) including the requirements in relation to the publication of the prescribed documents and the availability of them for inspection and local advertisement.
- 2.2 Alongside the preparation of the AAP it is evident that the Council has carried out a parallel process of sustainability appraisal. I am satisfied that the AAP has had regard to the sustainable community strategy for the area. In accordance with the Habitats Directive, I am also satisfied that as a result of the scoping exercise carried out there is no need for an Appropriate Assessment. The Greater London Authority (GLA) has indicated that the AAP is in general conformity with the London Plan 2008. Accordingly, the legal requirements have all been satisfied.

3 Justified, Effective and Consistent With National Policy

Matter 1 – Is the evidence base sufficiently robust and clearly stated in the document?

- 3.1 I am satisfied that the AAP is founded on a robust and credible evidence base that comprises evidence of participation as set out in the Statement of Consultation and Conformity, and research based evidence as set out in a Baseline Report, a Sustainability Appraisal and many other relevant topic based reports. One small criticism is that key evidence base documents are not clearly referenced in the Plan. However, in response, the Council proposes adding a list of evidence reports, which I endorse as part of the suggested minor changes to improve the clarity of the document.
- 3.2 The evidence base incorporates comprehensive transport modelling developed through the use of widely recognised modelling packages and designed to test the level of growth proposed in the AAP. This modelling is based upon the premise there will be some degree of modal shift away from the car. Such an approach is wholly reflective of the Government's aim and the aim of the London Plan to reduce the need to travel by car. Of key importance is whether the degree of modal shift anticipated in the Plan is realistic. Transport for London (TfL) indicates it would have liked to have seen the Council go even further in the expected reduction in car use. However, the evidence given to the Examination confirms that the Council has considered in detail what level of modal shift and what car parking standards are appropriate, given the low public transport accessibility levels in some parts of Colindale. In contrast, there is no detailed evidence to cause me to question the integrity of the Council's approach. I therefore conclude that the AAP is sound in this respect.
- 3.3 One minor issue concerning the modelling is that it did not take account of the Imperial House and Kwik Fit sites that were identified following the Preferred Options consultation. Nevertheless, I am satisfied these are relatively small sites and they do not have a significant impact on the robustness of the modelling undertaken. Accordingly the AAP is sound in this matter, and no changes are needed.

Matter 2 - Is the AAP founded on a consideration of realistic alternatives?

- 3.4 The Issues and Options stage and the Preferred Options stage have provided the opportunity for reasonable alternatives to the proposals in the AAP to be put forward, tested and evaluated. The Baseline studies included viability assessments of the development of key sites, and the close working with key landowners, developers and other stakeholders has informed the production of a realistic AAP. Overall, given the strategic imperative to accommodate

10,000 new homes, I am satisfied that the most appropriate options are being pursued. It follows that the AAP is sound in this respect.

Matter 3 - The justification for Policies 6.2 and 6.3?

- 3.5 Policy 6.2 sets out that development should link in to, and support, a Colindale-wide Combined Heat and Power scheme and district heating system (CHP). Policy 6.3 sets out that residential development should achieve a minimum of Level 4 as set out in the Code for Sustainable Homes (subject to a viability assessment), whilst commercial and community buildings should achieve a BREEAM Excellent rating.
- 3.6 As the BREEAM target and the achievement of Code Level 4 is in advance of targets to be brought forward nationally, the advice in paragraphs 30 to 33 of the Climate Change Supplement to PPS1 is applicable. Paragraph 30 specifies that when proposing any local requirements for sustainable buildings, planning authorities must be able to demonstrate clearly the local circumstances that warrant and allow for this. Paragraph 33 goes on to specify that in bringing forward any policies relating to local requirements for decentralised energy supply, (Policy 6.2 for example) or for sustainable buildings, (such as Policy 6.3) planning authorities should ensure that what is proposed is evidence-based and viable. Furthermore, it should be consistent with securing the expected supply and pace of housing development and should not inhibit the provision of affordable housing.
- 3.7 In terms of whether local circumstances warrant Policies 6.2 and 6.3, I have no doubt that Colindale, being one of the largest growth areas in London, provides a clear opportunity for the implementation of a decentralised energy supply and the delivery of buildings to exemplary levels of sustainability. The former Policy also reflects the priority given to decentralised energy in Policies 4A.5 and 4A.6 of the London Plan.
- 3.8 With regard to the proposals being evidence based and viable, they have been subject to high level viability testing and found to be achievable. The Council is able to point to case studies in other parts of London to demonstrate viability. In the light of this, I do not foresee that they would hamper the anticipated delivery of market and affordable housing. In terms of the Code Level, Policy 6.3 contains flexibility to step down from the achievement of Code Level 4 through the assessment of viability again at the site application stage. In contrast, I do not consider it would be appropriate to specify the achievement of an even higher Code Level ahead of the Government's timetable as this has not been proven to be viable through relevant testing at this stage.
- 3.9 Confidence over the realism of these Policies can also be drawn from the recent application for the redevelopment of the Colindale

Hospital Site which incorporates proposals for dwellings above minimum Code Level 3 standards, and with its own energy centre that could connect into a district-wide heating system network. As these proposals have come forward during a downturn in economic conditions, it can reasonably be expected that more challenging targets will be deliverable as the economic situation improves. Therefore I am satisfied that the AAP is sound in this matter, and accordingly no changes are needed.

Matter 4 - Are the objectives the AAP seeks to meet sufficiently clear?

- 3.10 The AAP's proposals for housing and employment growth clearly accord with Policy 5B.1 of the London Plan, which requires provision for a minimum of 10,000 additional homes and 500 additional jobs in the Colindale Opportunity Area. Policy 2A.1 of the London Plan sets down the sustainability criteria that it expects to be achieved in the preparation of the AAP.
- 3.11 The AAP has a clearly expressed vision on page 16 that aims to deliver the requirement in the London Plan within the context of the Council's Three Strands Approach to change in the Borough. The Vision is supported by ten key objectives that respond to the issues raised in the Baseline Report, in the Issues and Options document, and in the Preferred Options document. The AAP continues with this unambiguous approach with Figure 2.1 – The Spatial Plan for Colindale, by setting down which of the key objectives are pursued in various parts of the Plan, and by identifying four discrete Corridors of Change. Each Corridor has its own Vision, phasing plan and infrastructure requirements, which are well elaborated. Progress in implementing the AAP will be measurable by the monitoring indicators included throughout the plan.
- 3.12 I am therefore satisfied that the AAP's objectives, and indeed the entire document, are very clear. The AAP is entirely consistent with Government guidance on the nature of spatial planning, as set down in PPS12. Accordingly, I find the AAP sound on this matter, and no changes are needed.

Matter 5 - Does the AAP have sufficient design guidance to achieve high quality buildings and spaces, and sustainable, mixed communities?

- 3.13 PPS3 makes it clear that the creation of sustainable, mixed communities comprised of buildings and spaces of high quality design is one of the Government's strategic housing policy objectives. PPS1, paragraph 34, urges local planning authorities to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider development schemes. However, paragraph 38 of PPS1 warns that design policies should avoid unnecessary prescription or detail but should concentrate on

guiding the overall scale, density, massing, height, landscape, layout and access of new development in relation to neighbouring buildings and the local area more generally. This policy framework is reflected in Objective 10 of the AAP.

- 3.14 I saw that Colindale has no defining urban design characteristics that might constrain the density and design of new development. The area in fact comprises a variety of largely discrete and previously developed sites. These offer the opportunity to create a new urban character, led by housing built at densities that should and do accord with the London Plan and its Density Matrix. Therefore it is appropriate that the Policies and guidance in Chapter 5 of the AAP do not contain design codes but do require development proposals to adhere to a set of design principles, elaborated as part of Policy 5.1. Furthermore, guidance is provided later in the Chapter on appropriate building heights, internal building design, Lifetime Homes, and open space function and design. This is complemented by design guidance for each Corridor of Change and an indicative Master Plan that shows possible building blocks and open spaces but the AAP does allow for variations on the themes suggested.
- 3.15 With regard to dwelling mix, the AAP contains guidance for each of the Corridors of Change. The Plan aims to achieve a mix of dwelling sizes and types across the range of sites, with appropriate densities being based on the London Plan Density Matrix. The expected densities for each major site are clearly set down in Figure 7.1. This approach has been endorsed by the GLA. The target for 50% affordable housing (Policy 7.2) will also be an important element in the creation of sustainable, mixed communities. The AAP's affordable housing requirement is consistent with the adopted UDP requirement, with the London Plan, and it follows the Council's Supplementary Planning Document on Affordable housing. The Baseline Report containing site viability appraisals does not suggest any difficulty in pursuing a 50% level of provision but the AAP contains the flexibility to allow for further viability assessments when proposals are made.
- 3.16 I therefore find that the AAP contains the right balance of guidance and flexibility, not being too prescriptive but yet having a clear vision of what Colindale will look like when the AAP is implemented. I am confident that the AAP contains sufficient and appropriate design guidance to achieve high quality buildings and spaces, and sustainable, mixed communities. It will continue the progress already achieved with the substantial amount of high quality development in Colindale, at Beaufort Park for example. No changes to the AAP to ensure soundness are therefore required.

Matter 6 - Have the impacts on green infrastructure been adequately assessed and addressed?

- 3.17 There are two aspects to this matter. The first is whether the AAP provides sufficient recreational open space, and the second is whether the AAP will improve biodiversity in Colindale.
- 3.18 In terms of recreational open space, I note that the average level of provision across the Borough is 1.55 hectares per thousand of the population, with Colindale at the moment providing near this figure. The planned increase in population will reduce the level of provision in Colindale to 0.64 hectares per thousand. However, as PPG17 – *“Planning for Open Space, Sport and Recreation”* points out, it is important to consider not just the areas of land available but their quality, accessibility and utility. Much of the existing open space in Colindale is of poor quality and under used. The AAP’s proposals, particularly Policy 5.5, for upgrading existing open spaces, together with the provision of a new 5 hectare park and improvements to connectivity and accessibility, persuade me that there is a real opportunity to significantly improve the quality of, and accessibility to, existing and proposed open spaces in Colindale.
- 3.19 In reaching the conclusion that the AAP is sound on this aspect, I have borne in mind the extent of the loss of the existing open space at the Metropolitan Police College. However, if more of that open space were to be retained, the strategic housing target for Colindale would not be achieved with the serious consequence that the much needed housing in this part of London would have to be accommodated elsewhere.
- 3.20 As for biodiversity, Policy 5.5 contains a clear commitment to biodiversity enhancement by improvements to existing locally important corridors such as the Silk Stream, by the creation of green routes, and across Colindale generally. The wording of Policy 5.5, the recognition given to biodiversity in the supporting text, and the indicative Figures 5.4 and 5.5, all satisfy me that the AAP deals with this aspect at an appropriate level of detail and in a way that complies with Government guidance in PPS9. The success of the Policy in achieving biodiversity relies, of course, not just on its wording but on the commitment the Council makes to work with relevant stakeholders to improve the much needed environmental enhancement of Colindale. Although doubts were expressed at the Hearing, I have no evidence to cause me to question the Council’s commitment in this respect, and no evidence to suggest that the AAP is anything other than sound in this aspect. Therefore no changes are called for.

Matter 7 - Is the AAP consistent with the strategies and policies of neighbouring authorities?

- 3.21 The consultation draft replacement London Plan includes Colindale in a wider Opportunity Area known as “Colindale/Burnt Oak”, where

12,500 homes and 2,000 jobs are to be provided for. The Brent Core Strategy proposes 2,500 homes for its part of this Opportunity Area along the Edgware Road corridor.

- 3.22 This additional level of growth has been assessed in the evidence base for the Colindale AAP. It refers in numerous places to the growth planned by Brent along the Edgware Road. The letter at Annex 2 of the Council's statement on this matter, and the evidence given at the Hearing, leave me in no doubt that close collaborative working between Barnet and Brent, as well as with other stakeholders, is taking place to ensure successful delivery across the newly defined Opportunity Area. The AAP is demonstrably consistent with the strategies and plans of Brent, and is therefore sound in this respect.

Matter 8 - Is the delivery plan and mechanism realistic, clearly elaborated, and funded?

- 3.23 Government guidance stresses the importance of deliverability in preparing local development documents. It is important to recognise from the outset that much has been and is being achieved in Colindale. Of the 10,000 new homes target in the AAP, some 5,700 of these are either built or under construction, and of those, some 30% are in the affordable category. Some important infrastructure projects, such as the Aerodrome Road bridges have been completed.
- 3.24 The AAP has been prepared with commendably wide stakeholder involvement. A phasing strategy has been derived from the programmes and intentions of the key landowners and stakeholders, with whom the Council has worked closely in the AAP's preparation. Figure 8.1 illustrates the Phasing Plan, and the expected dwelling completions for important sites are shown in Figure 7.1. The delivery of improvements to essential transport infrastructure and their relationship to housing and employment growth is made clear in Policies 3.1 and 3.4, and in other parts of the AAP. Expected developer contributions are clearly set out in Chapter 8. The Plan has a clear timescale for delivery of all its elements by 2021. The infrastructure projects necessary are helpfully to be included in a schedule in the AAP, which I consider is a minor change and not a soundness matter.
- 3.25 I am therefore satisfied that the AAP's delivery plan and mechanism is realistic, clearly elaborated, and funded. It is sound in this respect, and accordingly no changes are needed.

Matter 9 - Are there any infrastructure constraints to delivery?

- 3.26 As recognised in paragraph 8.1.8 of the AAP, development of the key sites alone would not deliver the infrastructure required to ensure successful implementation. I attach weight to the fact that

the majority of major infrastructure has either been delivered, will be delivered by development to be permitted or has funding allocated to enable the Council to deliver it.

- 3.27 Improvements to transport infrastructure are critical. The completion of the Aerodrome Road bridges, which otherwise could have been the most significant constraint to implementation of the AAP, will allow much better vehicular access to Colindale and the provision of new and better bus services. The new transport interchange, to be provided as part of the permitted redevelopment scheme for Colindale Hospital and Station House, will substantially improve public transport services for the area. Funding has been secured for the Colindale Avenue/A5 junction improvement. The increase in the capacity of the Northern Line of London Underground is provided for in TfL's Business Plan 2009/10 – 2017/18.
- 3.28 As for the more general point whether Colindale's highway network will be able to cope with the additional traffic likely to be generated by the AAP's proposals, I have taken account of the fears of local residents. However, there is no evidence to cause me to question the results of the very detailed and comprehensive traffic modelling underpinning the AAP. This modelling supports the overall level of housing growth required by the strategic planning framework. The Transport Analysis does recognise that, given the constraints in the wider North London highway network, the AAP's proposals will add to congestion and probably result in a spreading of peak flows. However, it is plainly not realistic to constrain the more intensive development of areas like Colindale, which will provide much needed housing, on the basis of a continuation of a current predilection to use the private car. The AAP encourages modal shift and rightly provides for significant public transport enhancements to encourage such a shift with a view to making car travel less attractive and public transport more attractive.
- 3.29 Under this matter I have also considered the soundness of the AAP's provision for better walking and cycling routes. I am satisfied that Policy 3.2, as the Council proposes to change it, provides for a practical approach to resolving the potential conflict between pedestrians and cyclists. This could otherwise take place when route sharing is unavoidable due to the density of development being proposed and the constraints imposed by superimposing a new settlement pattern on an existing urban area. I support the Council's change for Policy 3.2, which is not a soundness matter.
- 3.30 I have also considered whether the AAP should encourage the provision of a North London orbital light railway by including a safeguarded route, as put forward by one party at the Hearing. However, there is simply insufficient evidence for me to take this suggestion further, irrespective of the merits of such a proposal. TfL, which is the strategic transport authority, does not consider that there is a viable business case for such a project. In addition it

suggests that existing freight services could be adversely affected. I have to be guided by this strategic advice, and it would not be appropriate for me to require the AAP to be changed when the evidence supporting such an option is so limited.

- 3.31 Another element of key infrastructure is the provision of additional primary school capacity. The AAP proposes, in Policy 7.6, two sites. However, the Council's evidence to the Hearing points out that one of these, the Peel Centre site, is unlikely to be available until Phase III of the AAP's implementation. There is also now some doubt over the timing of the release of the Barnet College site in view of recent adverse funding decisions by the Learning and Skills Council. The Council is seeking additional sites. Given the Council's and other stakeholders' strong and demonstrable commitment to Colindale, I am confident that every effort will be made to secure additional primary school places as soon as they are required. I do not consider that this is a matter that requires a change to the AAP to ensure soundness.

Matter 10 - Is the AAP sufficiently flexible to respond to unexpected changes in circumstances?

- 3.32 The need for the AAP to be flexible is explicitly recognised in paragraph 8.1.4, as is the need to avoid a strategy that is too prescriptive on the type and density of development. To the extent that the AAP proposes development that is required by the London Plan, and does so for a variety of sites that do not, for the most part, depend on other sites to be developed, I consider it is inherently flexible. I note that the Council has carried out extensive viability appraisals of the key sites in the AAP. The close collaborative working with stakeholders has allowed the Council to have a high degree of confidence that the proposals are robust. Nevertheless, AAP Policies 6.3, 7.2 and 8.3 provide flexibility should market conditions and development values be less favourable and the rate of development temporarily slowed.
- 3.33 The AAP recognises at paragraph 8.1.8 the partial dependency on external funding to achieve complete implementation. This will come from the Government's Growth Area Funding programme, from the London Development Agency, and potentially from the Council's innovative Tax Increment Financing proposals. With the expected restraint on public finances during the next five or more years, it is reasonable to expect some uncertainty over funding levels. Nevertheless, in view of the strategic imperative for growth in Colindale, borne out by the considerable progress in implementation made to date, and the absence of any evidence to undermine the Council's positive approach, I am satisfied that the AAP is sufficiently flexible to survive unexpected changes in circumstances. Accordingly no changes are required to ensure soundness.

4 Minor Changes

- 4.1 The Council wishes to make minor changes to the submitted AAP in order to clarify, correct and update various parts of the text. They are shown in Annex 1. Although they do not address key aspects of soundness, I endorse them in the interests of the AAP's clarity and accuracy.

5 Overall Conclusion

- 5.1 I conclude that the Colindale AAP satisfies the requirements of S20(5) of the 2004 Act, and is sound.

Douglas Machin

INSPECTOR

ANNEX 1 - SCHEDULE OF MINOR CHANGES

No.	Location in Document	Suggested Change	Reason for change
1			
1-1	Page 8 Para. 1.2.3	Amend first sentence: The London Plan <i>identifies</i> has recently formally identified the Colindale area as an Opportunity Area and in doing so sets a minimum delivery target of 10,000 homes and 500 jobs for the area.	The London Plan (consolidated with Alterations since 2004) was published in February 2008 and the Opportunity Area Designation is therefore well established in policy.
1-2	Page 9 Para 1.2.4	Amend: The GLA have also been a key stakeholder and steering group member during the preparation of the AAP and close attention has been paid to the emerging direction of travel being set out for the <i>Mayor's</i> review of the London Plan. The Council will continue to work closely with the Government Office for London, Mayor of London, his Outer London Commission and other key partners to ensure that the Colindale AAP is kept up to date and in accordance with the emerging Core Strategy and the future review of the London Plan.	To update the document.
1-3	Page 9 Para 1.4.4	Amend: The Planning and Compulsory Purchase Act 2004 provides that existing UDPs remain in effect for three years after the date of the Act, or for more recently adopted plans, for three years after their adoption. In the Council's case, this is 18 May 2009. The Secretary of State is the final arbiter of which UDP Policies are saved or deleted after 18 May 2009. In May 2009, the Government Office for London, under the direction of the Secretary of State directed the	To update the document in light of recent decisions.

		<p><u>council to save certain policies within its adopted May 2006 UDP and delete others. The saved policies will eventually be replaced by Barnet's Local Development Framework.</u> Several <u>saved</u> UDP policies are particularly relevant to the preparation of the AAP and will effectively be updated when the plan is adopted. Under Policy H21 Residential Density the Council promote higher density residential development in Colindale and Mill Hill East. There are also relevant site allocations which are therefore replaced and updated. New sites are identified for development and their capacities assessed.</p>	
1-4	Page 10 Para 1.5.2.	<p>Amend second sentence: Development has been identified on the western side of the borough at Brent Cross <u>Cricklewood</u> as well as Colindale and Mill Hill East as Barnet's strategic contribution to the corridor.</p> <p>Amend fourth sentence: A Prospectus setting out the scale of opportunity within the corridor and how the boroughs are working together with regional and national government to ensure coordination of investment in delivering future housing and economic growth was launched <u>by the Mayor of London and Minister</u> in Jan 2009 and provides the basis for future funding bids and prioritising of investment cross the corridor.</p>	To update the document.
1-5	Page 11 Para 1.7.1	<p>Amend last sentence: The borough boundary between Barnet and the London Borough of Brent runs along the A5 <u>while the M1 forms the eastern boundary to the AAP area.</u></p>	To update the document.
1-6	Page 11 Para 1.8.2	<p>Amend first bullet point: London Borough of Barnet – <u>in</u></p>	To update the document.

		<p><u>recognition of its strategic importance</u> the Steering Group is chaired by the <u>Council's Executive Cabinet Member for Planning and Environmental Protection</u>. Senior officers from, regeneration, planning, and transport services are represented;</p>	
1-7	Page 13 Para 1.10.1	<p>Amend Point 9: Land in between the railway lines (0.7ha) <u>Identified in the North London Waste Plan (NLWP) Preferred Options report as a potential site for Household Waste and Recycling Centre.</u></p> <p>Amend Point 14: Station House (0.15ha) <u>Council resolution to grant planning permission for: Demolition of Station House and construction of a 293 bed, part 6, part 13 storey Aparthotel (8965sqm) together with a 369sqm restaurant (Use Class A3) and three ground floor commercial units (Use Class A1/A2/A3) totalling 780sqm. Retention of and alterations to the Colindale underground station building and the provision of a new public square and a transport interchange incorporating bus stops, taxi rank and associated landscaping.</u></p> <p>Amend Point 15: Colindale Hospital Site (including nurses accommodation site and Colindale Avenue frontage) (6.6ha) <u>Council resolution to grant planning permission for: Redevelopment of the former Colindale Hospital to include the erection of 714 residential units including the change of use and conversion of the listed former Administration building to residential, new primary care trust facility (Use Class D1) of</u></p>	<p>To update the document in light of the published NLWA Preferred Options Report and recent planning committee decisions.</p>

		<u>1,132sqm, commercial units (Use Class A1/A2/A3/B1) and site management office (Use Class D1/B1).</u>	
2			
2-1	Page 16 Para 2.1.3	Amend: The vision for Colindale responds to local challenges and opportunities and is based on evidence, a sense of local distinctiveness and stakeholder and community derived objectives, within the context of the London Plan's Opportunity Area designation, <u>the North West London to Luton Co-ordination corridor Prospectus</u> , Barnet's Sustainable Community Strategy and Corporate Plan, the Council's Three Strands Approach of Protect, Enhance and Grow and the emerging Barnet LDF Core Strategy.	To update the document.
2-2	Page 17 Point 4)	Amend: 4) Ensure the coordination of other infrastructure requirements: social, economic, physical, and environmental and educational.	To update the document.
2-3	Page 18 Point 7)	Amend: 7) Co-ordinate the development of a framework and mechanism for pooling of planning obligations through Section 106 planning legal agreements to deliver the necessary infrastructure requirements of the area, building upon existing secured Section 106 funding from approved developments and Government grants/TfL spending programmes and the emerging Community Infrastructure Levy and potential Barnet Finance Plan ('Barnet Bond') <u>or a pilot Tax Increment Financing/Accelerated Development Zone (TIF/ADZ)</u>	To update the document in light of the recent bid to the CLG.

		<p><u>funding structure.</u></p> <p>The AAP seeks to ensure that the relevant planning obligation priorities are clear and understood by those considering and pursuing development opportunities in Colindale. Discussions have taken place with the local authority children's service, the local health authority, the local highway authority and other relevant stakeholders to better understand the scope of the community and transport infrastructure and other improvements necessary for development on the scale envisaged in Colindale to proceed. All sites will be required to contribute to these priorities on a fair and equitable basis and an open book approach to discussions relating to the financial viability of particular development proposals will be required. <u>Barnet Council submitted a bid for CLG's Tax Increment Financing/Accelerated Development Zone (TIF/ADZ) Pilot proposals on the 30th June 2009 with Colindale as its pilot scheme area.</u></p>	
2-4	Page 18 Point 8)	Amend: 8) Plan for carbon free development <u>and significant reduction in the use of natural resources</u> by 2016 and beyond.	To update the document.
3			
3-1	Page 25 Para 3.5.9	Amend: The first package of measures would improve various junctions in the area and cover the first two phases of the AAP (from <u>to</u> 2011and from <u>to</u> 2016). This would include:	To correct the document.
3-2	Page 25 Policy 3.2 Walking	Amend Policy 3.2: Cycle parking will be provided at key destinations, including local	Requested by TfL in their representation.

	and Cycling	centres, sports facilities, public transport nodes and education establishments <u>and be in accordance with TfL cycle parking standards</u> . Cycle storage facilities will be provided in all new developments.	
3-3	Page 25 Para 3.5.12	Amend: Figure 3.5 shows a proposed core walking network where high quality pedestrian facilities will be developed and associated key junctions where good pedestrian crossing facilities will be important. Colindale Avenue is seen as the key pedestrian route as it provides access to Colindale underground station and the facilities on the A5/ Edgware Road. A new pedestrian route will be provided from Colindale Hospital site to Montrose Park, improving access to the Park from Colindale Avenue. Aerodrome Road is an important link under the M1 to provide connections to Hendon and the East of the borough, particularly Middlesex University. The Peel Access Link will help to reduce the severance created by the Northern Line and improve north-south pedestrian connectivity within Colindale. Links between the neighbourhood centres at Grahame Park Estate and Beaufort Park and the proposed new centre around Colindale interchange will be crucial to ensure that walking is a viable, attractive alternative to other modes of transport for local trips and for accessing public transport for longer distance trips. <u>In addition, improved walking and cycling links to Mill Hill Broadway station to the north will be important to promote good access to overland rail services.</u>	Requested by TfL in their representation on the Submission Document.
3-4	Page 26	Amend:	To correct the document.

	Para 3.5.13	Development will provide a network of green pedestrian and cycle routes to connect public open spaces and enhance the biodiversity in Colindale, in accordance with Policy 5.4 <u>5.5 (Open Space and Biodiversity in Colindale).</u>	
3-5	Page 26 Para 3.5.14	Amend: Figure 3.6 shows a proposed network of cycle routes linking areas and key destinations. As with walking, Colindale Avenue and Aerodrome Road are seen as key links, and the proposed new Aerodrome Road/Colindeep Lane link will improve permeability. <u>Consideration should be given to possible connections to wider cycle routes outside the AAP area, including the Mayor of London's proposed Cycle Super Highways.</u> Cycle parking for new developments should be implemented broadly in accordance with TfL guidance on levels of cycle parking and storage. Additional cycle parking provision in public spaces, near public transport hubs and at key destinations should also be provided. <u>Where appropriate, the AAP will consider the Mayor of London's Cycle Hire Scheme.</u>	Requested by TfL in their representation on the Submission Document.
3-6	Page 26 Policy 3.3 Buses	Amend: Bus connections will be significantly improved, both within Colindale and to destinations outside Colindale, in accordance with Figure 3.7 <u>and in consultation with TfL.</u> The improvements to the Aerodrome Road bridges and potential new connections in the area provide opportunities for new and enhanced bus routes. Key routes will be designed to a standard suitable for bus operations and with appropriate accessible bus stopping facilities,	Requested by TfL in their representation on the Submission Document.

		<p>particularly at interchanges such as Colindale Station. Developers will provide an appropriate level of financial contributions to local bus services, in accordance with Policy 8.3.</p>	
3-7	<p>Page 27 Policy 3.5.17</p>	<p>Amend: Colindale Underground Station is central to the AAP study area, and will become increasingly important with the level of future development that will be within walking distance. It is crucial to <u>To ensure that the station can cope with future demand requirements, it is crucial</u> that facilities are accessible to all and that interchange between modes is improved. The scale of growth envisaged in the Colindale area is dependent on developers/landowners and TfL making significant improvements to, and investments in, public transport infrastructure and services. <u>In considering improvements to Colindale Underground Station, reference should be made to TfL's Interchange Guidelines.</u></p>	<p>Requested by TfL in their representation on the Submission Document.</p>
3-8	<p>Page 28 Para 3.5.25</p>	<p>Amend: The AAP proposes improvements for each travel mode which will need to be supported by development travel plans as required by the London Borough of Barnet and TfL, which can be co-ordinated with and support physical measures. The travel plans should consider measures to encourage travel choice including car clubs, cycle clubs, home delivery and servicing consolidation measures <u>and should also include targets that can be monitored.</u> The amount of developments proposed in the area offer opportunities to achieve 'critical mass' to make such</p>	<p>Requested by TfL in their representation on the Submission Document.</p>

		measures viable. The preliminary recommendation is that the travel plans associated with the developments should aim at a reduction of some 5%-10% of the peak car travel mode share. <u>In preparing Travel Plans Developers should refer to TfL 'Guidance for residential travel planning' and 'Guidance for workplace travel plans for development'.</u>	
3-9	Page 28 Figure 3.8	Amend Targets column in Figure 3.8 in relation to Indicator 3A: Package 1 in Phases 1 <u>and 2</u> (2007- 2011 2016) Package 2 in Phase 2 (2012-2016) Package 3 in Phase 3 (2017-2021)	To correct the document.
3-10	Page 28 Figure 3.8	Amend Targets column in Figure 3.8 in relation to Indicator 3B: Joined up network of attractive, direct and safe pedestrian routes broadly in accordance with Figure 3.5. Joined up network of attractive, direct and safe cycle routes broadly in accordance with Figure 3.6. Cycle parking at key destinations. Cycle storage in all new developments. <u>Progressive mode shift for cycling and walking.</u>	Requested by TfL in their representation on the Submission Document.
3-11	Page 27 Para 3.5.18	Amend: Analysis of future demand and station facilities undertaken for the AAP indicates that that morning peak period (7am to 10am) <u>hour</u> two-way passenger flows through the station are likely to increase <u>by 2,600</u> from the current 1,400 to 2,600 4,100 in 2021 once all development is built out and occupied. There is sufficient capacity to cater for increased	To correct the document.

		<p>passenger demand up to 2011 2016, but with full development there is a need for an additional two bi-directional ticket gates and an additional 2 ticket issuing windows are also required. The introduction of appropriate accessibility improvements is also required. Cycle parking facilities should be improved, but there is no proposed increase in car parking at Colindale station (currently 23 spaces) given the AAP <u>focuses</u> on sustainable modes. Developers will be required to contribute towards these improvements through pooled S106 contributions.</p>	
4			
4-1	Page 32 Policy 4.1 Point a)	<p>Amend: a) Develop a dynamic new public transport interchange/<u>gateway</u> and associated pedestrian piazzas on Colindale Hospital/Station House site, British Library site and Peel Centre West site;</p>	To clarify the policy.
4-2	Page 32 Policy 4.1 Point c)	<p>Amend: c) Provide a sustainable and walkable neighbourhood centre including a convenience food store <u>provision</u> of up to 2,500sqm supported by a range of associated shops and services to meet local needs;</p>	To make the policy clearer to allow the 2,500sqm of convenience retail to be provided across more than one store.
4-3	Page 32 Policy 4.1 Point e)	<p>Amend: e) Provide a new focus of sustainable <u>higher</u> density living with a range of unit sizes, types and tenures, with a typical residential density of approximately 150 dwg/ha;</p>	To clarify the policy.
4-4	Page 33 Para 4.2.1 Point a)	<p>Amend: a) Develop a dynamic new public transport interchange/<u>gateway</u> and</p>	To reflect the proposed change to Policy 4.1a).

		associated pedestrian piazzas on Colindale Hospital/Station House site, British Library site and Peel Centre West site;	
4-5	Page 33 Para 4.1 Point c)	<p>Amend: c) Provide a sustainable and walkable neighbourhood centre including a convenience food store <u>provision</u> of up to 2,500sqm supported by a range of associated shops and services to meet local needs.</p> <p>To complement the retail uses planned at the southern end of Grahame Park Estate, those in Beaufort Park and existing provision in the wider area, a new convenience store of up to 2,500sqm (<u>or multiple stores where the combined floor area does not exceed 2,500sqm</u>) and additional associated retail and other commercial floorspace will ensure that the retail needs of the new population in the area will be appropriately and proportionately met without harming the health of existing nearby centres already serving the area. This new neighbourhood centre will benefit existing and new residents by providing a walkable, accessible and appropriately sized neighbourhood centre.</p>	To make the explanatory text clearer to allow the 2,500sqm of convenience retail to be provided across more than one store.
4-6	Page 34 Point h)	<p>Amend body text: The AAP aims to transform Colindale Avenue into a high quality, tree-lined street <u>or 'boulevard'</u> which caters for both vehicular traffic movement and pedestrians and cyclists and is well overlooked and enclosed by new and existing buildings. The street will be widened to provide wider pavements, improved bus stopping facilities and improved vehicular carriageways and integrated cycle facilities. All development sites on</p>	To clarify the explanatory text.

		the south side of Colindale Avenue will be required to safeguard 3-4m on their frontages to achieve this.	
4-7	Page 35 Para 4.4.2	<p>Delete first bullet point: Fairview New Homes submitted a planning application in January 2009 for development of the Colindale Hospital Site for over 700 homes; and an application for an apart hotel and new public piazza on the Station House site;</p> <p>Replace with: <u>On the 29th July 2009 Barnet Council resolved to grant planning permission to Fairview New Homes for the redevelopment of the former Colindale Hospital site to erect 714 residential units including the change of use and conversion of the listed former Administration building to residential, a new primary care trust facility (Use Class D1) of 1,132sqm, commercial units (Use Class A1/A2/A3/B1) and site management office (Use Class D1/B1).</u></p> <p><u>The Council also resolved to grant planning permission for the demolition of Station House and construction of a 293 bed, part 6, part 13 storey Aparthotel (8965sqm) together with a 369sqm restaurant (Use Class A3) and three ground floor commercial units (Use Class A1/A2/A3) totalling 780sqm. The application includes the retention of and alterations to the Colindale underground station building and the provision of a new public square and a transport interchange incorporating bus stops, taxi rank and associated landscaping.</u></p>	To update the document following recent decisions.
4-8	Page 35 Para 4.4.2	<p>Amend third bullet: Fairview New Homes have submitted are preparing a planning</p>	To update the document.

		<p>application for <i>the</i> Brent Works site <i>for 104 residential units and 3 commercial units (Class A2/B1/D1) including the safeguarding of a 2m strip of land along Colindale Avenue;</i></p>	
4-9	Page 35 Para 4.4.2	<p>Delete fourth bullet point. Barnet College and Fairview New Homes have agreed on the relocation of Barnet College to the Colindale Hospital site. Barnet College expect the Learning and Skills Council (LSC) to announce the criteria for prioritising capital applications soon and then formally to consider Barnet College's Colindale Application in Principle (AiP) in late spring/early summer, 2009. Barnet College remains confident in the strength of its case for substantial LSC funding for the planned relocation of its western provision to the site of the former Colindale Hospital.</p> <p>Replace with: <u>Having agreed on the relocation of Barnet College to the Colindale Hospital site, Barnet College and Fairview New Homes have now worked in close partnership for several years. At the time of the submission of the AAP (August, 2009), a conditional contract between the parties was close to Exchange. The College submitted its application for a substantial Learning and Skills Council (LSC) grant towards the cost of its relocation in July, 2008. Due to the LSC's much-publicised capital overspend, which first emerged in late December 2008, and whose effects are still being felt throughout the Further Education (FE) sector, the College's application is among many which have not been funded in the current spending round. Despite this setback, the College welcomes</u></p>	<p>To update the document to reflect the current position of the Learning and Skills Council.</p>

		<i>the LSC's commitment to help colleges explore private finance and other funding options such as local authority collaboration. The College has also given its strong support to the establishment of an Association of Colleges working group which has been tasked with investigating alternative sources of finance and which is due to report in autumn 2009. Barnet College remains both convinced about the case for relocation and committed to its long-standing plan to move its western provision from Grahame Park Way to the site of the former Colindale Hospital.</i>	
4-10	Page 36 Para 4.5.1	Amend third sentence: To the south of Aerodrome Road is the Metropolitan Police Peel Centre training campus which comprises a wide range of accommodation of mixed age and condition including three 18-storey redundant tower blocks <u>of up to 18 storeys</u> previously used to house staff but no longer of a sufficient standard, a number of important Metropolitan Police technical buildings and some more traditional housing.	To correct the document.
4-11	Page 36	Update top photo to show completed Aerodrome Road bridges.	To update the document to reflect completed development.
4-12	Page 37 Fig 4.3	Replace Figure 4.3 with high resolution version of the plan.	To update the document and ensure that the plan is legible.
4-13	Page 40	Replace top photo with new photo to show completed Former Kidstop site development.	To update the document to reflect completed development.
4-14	Page 41 Fig 4.4	Amend Figure 4.4 to show a 'new shops' and 'new jobs' symbols to Site 5 (McDonalds).	Requested by Arundel Corp in their representation on the Submission Document.

4-15	Page 41 Fig 4.4	Amend Figure 4.4 to show a 'new shops' symbol to Site 4 (Zenith House).	Requested by Genesis Housing Group in their representation on the Submission Document and to reflect the uses within the approved planning consent for the site.
4-16	Page 41 Fig 4.4	Amend Figure 4.4 as follows: Amend the boundary of Site 3 to include Kwik Fit and amend the description for Site 3 to read: 'Kidstop/Kwik Fit site' Amend the description for Site 1 to read: 'Greenpoint/Imperial House site'	To correct the document to reflect para. 4.9.6.
4-17	Page 43 Para 4.12.1	Amend: 4.12.1 Key stakeholders in the Edgware Road Corridor of Change include: <ul style="list-style-type: none"> • TfL – Edgware Road is a red route; • Arundel Corp – owners of the McDonalds site; • London Borough of Brent – responsible for development along Brent side of Edgware Road; • Owners of Merit House, Burger King/D&A site, <u>Kwik Fit</u>, <u>Imperial House</u> and Green Point; and • Owners of Zenith House 	To correct the document to reflect para 4.9.6 of the document.
4-18	Page 45 Policy 4.4 Points d), e), and f)	Amend: Policy 4.4: Grahame Park Way Corridor of Change To achieve the vision for Grahame Park Way Corridor of Change, development will be expected to: a) Promote the relocation of Barnet College to a more sustainable site closer to Colindale Underground station and release the vacated site for housing and a primary school;	To ensure consistency with the other Corridors of Change policies with regards density. To clarify and strengthen the policy.

		<p>b) Support the ongoing regeneration of Grahame Park Estate, its integration with surrounding new development and the existing area and the replacement of its neighbourhood centre;</p> <p>c) Provide for a 2 Form Entry primary school on the Barnet College site, possibly for the relocation of an existing school, in liaison with key education stakeholders;</p> <p>d) Promote a range of sustainable house types and sizes, including family housing, on the remaining part of the Barnet College site to a density similar to that of the adjacent Grahame Park redevelopment <u>level of up to 100dph</u>;</p> <p>e) Provide direct, legible, attractive and safe connections to the redeveloped Grahame Park Estate <u>including the remodelled Grahame Park Open Space</u>, RAF Museum and other surrounding areas, including improving the existing pedestrian route (via subway and footbridge) to Pentavia Retail Park and the area beyond;</p> <p>f) Support the continued use and expansion of the RAF Museum as both an educational, cultural and tourist facility of international repute <u>with scope for a new iconic building/attraction to reflect the historic aeronautical links with the area</u>; and</p> <p>g) Enhance employment and local business development on sites between Grahame Park Way and the over ground railway to support local jobs and economic opportunities.</p>	
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4-19	Page 45 Fig 4.5	Replace Figure 4.5 with high resolution version of the plan.	To update the document and ensure that the plan is legible.
4-20	Page 46 Para 4.14.1	Amend point a) second para: The AAP supports and promotes the relocation of Barnet College to the Colindale Avenue Corridor of Change area and specifically the Colindale Hospital site (see objective in Colindale Avenue Corridor of Change) and the redevelopment of the College site for a primary school and housing. The youth centre currently located on the Barnet College site should <u>must</u> be reprovided either on the site, close to the new primary school in order to share facilities if desired, or in an alternative appropriate location close to Grahame Park Estate.	Requested by Choices for Grahame Park in their representation on the submission document.
4-21	Page 47 Para 4.16.2	Amend 1 st bullet point: The redevelopment of Grahame Park Estate has outline planning permission. Phase 1a around Grahame Park <i>Open Space</i> has full planning permission <u>and work commenced on site in July 2009.</u> The reserved matters application is currently being prepared for phase 1b around the south of the site adjacent to Grahame Park Way;	To update the document.
5			
5-1	Page 51 Para 5.2.3	Amend point a) third paragraph: Development will respond positively to the character and opportunities of the site and provide high quality contemporary urban design and architecture in Colindale. Taller buildings will <u>only</u> be supported closer to the public transport interchange and on important sites and corners which aid legibility and will be required to meet stricter tests on environmental impact and design.	To clarify the guidance.

		Buildings on the Colindale Hospital site, British Library and Peel Centre West sites fronting Colindale Avenue should be around six storeys high to reflect the importance of the route but must respect and be sensitive to existing buildings, <u>particularly historic listed buildings.</u>	
5-2	Page 51 Para 5.2.3	Amend point a) fourth paragraph: Innovative approaches to the provision of private amenity space should be considered, particularly in Colindale Avenue Corridor of Change and Edgware Road Corridor of Change, including shared roof gardens, winter gardens, oversized <u>larger than average</u> balconies and terraces.	To clarify the guidance.
5-3	Page 51 Para 5.2.3	Amend point c) fourth paragraph: Considering the proposed densities <u>and in order to minimise the visual impact of surface car parking on the street scene</u> , the majority of car parking is likely to be basement or undercroft, particularly in Colindale Avenue Corridor of Change and Edgware Road Corridor of Change. It is envisaged that courtyard parking is more likely in Aerodrome Road Corridor of Change and Grahame Park Way Corridor of Change, depending on the location within each Corridor.	To clarify the guidance.
5-4	Page 51 Para 5.2.3	Amend point e) first paragraph: Colindale will deliver new development to exemplary levels of sustainability <u>that reduces reliance on natural resources</u> incorporating transport and movement, energy, green infrastructure and public space, and social and economic sustainability within a sustainable built form. Opportunities for passive solar design should always be considered at the early stage	

		<p>when designing schemes. Development will link in to a district-wide CHP network and adhere to policies contained in Chapter 6.</p>	
5-5	<p>Page 51 Para 5.2.3</p>	<p>Amend point f) first paragraph: New development in Colindale will incorporate adaptable and flexible building forms to respond to future changes in use, technology, lifestyle and demography and must be build in accordance with Policy 5.3 Building for Life and Lifetime Homes.</p>	
5-6	<p>Page 53 Policy 5.3</p>	<p>Amend: Policy 5.3 Building Heights</p> <p>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. Guidance on the appropriate height of new buildings is set out in Figure 5.2 and this should be the starting point for development proposals.</p> <p>Taller buildings (in excess of 6 storeys) will <i>only</i> be located in the most sustainable locations which benefit from good access to public transport facilities and shops and services. The area immediately around Colindale Underground station will become the most sustainable location within the AAP.</p> <p>Tall buildings will be of excellent design quality in their own right and should enhance the qualities of its immediate location and wider setting. Proposals should demonstrate that the building is attractive and elegant from all significant views and will act as a positive landmark and help aid legibility and orientation.</p>	<p>To strengthen and clarify the policy.</p>

		Developers should have regard to 'Guidance on Tall Buildings' by CABE and English Heritage.	
5-7	Page 53 Para 5.4.2.	Amend first sentence: Taller buildings will <i>only</i> be located in the most sustainable locations with good access to the public transport interchange, shops and services and on important sites and corners which aid legibility and will be required to meet stricter tests on environmental impact and design.	To clarify the statement.
5-8	Page 55 Para 5.6.4	Amend: Colindale Park is centrally located in the heart of the Colindale area with direct access from Colindale Avenue opposite the Underground Station. This small open area contains a number of mature trees and serves as a pedestrian and cycle link between the station and the communities around Colindeep Lane. The space contains children's play equipment but is limited in terms of landscape quality. <i>It is currently being considered for a Playbuilders project by Barnet Council's Children's Service to improve investment in children's facilities.</i>	To update the document.
5-9	Page 56 Para 5.6.6	Amend second paragraph: Policies in the Barnet UDP <i>and Three Strands Approach strategy</i> seek to protect open spaces from built development.	To update the document.
5-10	Page 56 Policy 5.5	Add the following additional point to Policy 5.5: <i>J) Retain existing mature trees wherever possible and practical, particularly those included in Tree Preservation Orders, and offset losses where tree retention is not possible.</i>	To strengthen the policy.
5-11	Page 57 Para 5.6.9	Amend last sentence: Aerodrome Park may provide the	To update the document.

	Point a)	school with an educational and young people resource with the opportunity for learning connected to sport, nature conservation and biodiversity <u>as well as shared sports field facilities for the wider community.</u>	
5-12	Page 57 Para 5.6.9 Point b)	Amend: Montrose Park is an important and attractive public open space within Colindale and Burnt Oak and in close proximity to the development sites within the Colindale Avenue Corridor of Change. Improvements to access and quality of <u>the space</u> , services and facilities provided in the park, particularly youth facilities, will be important in order to ensure existing and new residents in the area have access to good quality public open space. See Chapter 4 'Colindale Avenue Corridor of Change' for further information.	To correct the document.
5-13	Page 58 Para 5.6.9	Add new paragraph to 5.6.9: <u>J) Retain existing mature trees wherever possible and practical, particularly those included in Tree Preservation Orders, and offset losses where tree retention is not possible.</u> <u>Existing mature trees are important in Colindale and provide a range of multifunctional contributions to environmental, social and economic sustainability. Trees can improve public health and moderate the local impact of climate change, whilst boosting biodiversity and reinforcing the distinctive character of Colindale. As such, there should be a presumption of retaining mature trees, particularly those included in Tree Preservation Orders (TPOs). Where trees can not be retained, the loss should be offset through new tree planting.</u>	To strengthen the document.

6			
6-1	Page 62 Policy 6.1	<p>Amend: Policy 6.1 Energy Hierarchy</p> <p>Development in Colindale will make the fullest contribution to the mitigation of, and adaptation to, climate change and to minimise emissions of carbon dioxide <u>and reduce consumption of natural resources</u>. The following hierarchy will be used to assess applications:</p> <ul style="list-style-type: none"> • Using less energy, in particular by adopting sustainable design and construction measures, in accordance with London Plan Policy 4A.3 and the London Borough of Barnet's SPD on Sustainable Design and Construction (June 2007); • Supplying energy efficiently, in particular by prioritising decentralised energy generation, in accordance with London Plan Policy 4A.6 and Policy 6.2 of the AAP to provide a CHP and district heating system; and • Using renewable energy, in accordance with London Plan Policy 4A.7 and the Council's SPD on Sustainable Design and Construction. 	To update the document.
6-2	Page 62 Para 6.2.2	<p>Amend last sentence: The Council will, however, consider the costs of sustainability measures when determining development viability and deliverability and prioritisation of planning obligations to ensure Colindale becomes one of London's most sustainable <u>city</u> suburbs.</p>	To update the document.
6-3	Page 62 Para 6.2.6	<p>Amend second sentence: The potential to incorporate high energy-requiring existing <u>housing</u> stock will support the viability of the CHP network and therefore represents an important factor.</p>	To make the statement clearer.

6-4	Page 62 Para 6.2.7	<p>Amend: The assessment found that the Corridors of Change form a useful framework for building an energy network to serve the entire Colindale AAP area and beyond. Running energy infrastructure along existing routes and underneath green corridors provides spinal routes from which all buildings can be connected. <u>Where energy infrastructure is routed through green corridors and open spaces care should be taken to avoid existing trees and any trees which cannot be retained should be offset with new tree planting.</u></p>	To clarify the document.
6-5	Page 62 Para 6.2.8	<p>Add new paragraph: <u>The Council recently resolved to grant planning permission to Fairview New Homes for the redevelopment of the Colindale Hospital site. The approved scheme includes an energy centre with a CHP plant which provides heating and hot water for all of the units within the development as well as generating electricity which is fed back to the grid. The energy centre is large enough to serve the approved Aparthotel and future Barnet College facility and could be able to serve future developments on the British Newspaper Library site and Brent Works on Colindale Avenue.</u></p>	To update the document to reflect the recent resolution to grant planning permission at the Colindale Hospital site.
6-6	Page 63 Para 6.3.2	<p>Amend first sentence: These targets will present challenges for developers, particularly in the context of a slowing housing market, but there is clearly a benefit to Colindale and to London from implementing Code Levels ahead of the Government <u>timetable if viable</u>, in terms of emissions targets and future mandatory Code Levels and helping to deliver exemplary levels</p>	To clarify the document.

		of sustainability in the area.	
6-7	Page 64 Policy 6.4	<p>Amend Policy 6.4: <u>Sites within Flood Zone 1 over 1ha, all sites within Flood Zone 2 and 3 and sites with critical drainage issues</u> All development sites within the Colindale AAP require site specific Flood Risk Assessments (FRAs), <u>in accordance with PPS25.</u> The FRA will focus on surface water flooding and have regard to the Strategic Flood Risk Assessment and the Outline Surface Water Strategy carried out for the AAP. Water efficiency initiatives will be included in all new development.</p> <p>Planning permission for residential development on sites wholly or partly within the existing flood zone of the Silk Stream (Flood Zone 2, 3 and <u>3b</u>) will not be granted. For development of non-residential uses on sites that might lie partly in Flood Zone 2 or 3, the sequential approach should be carried out on site to design the development so that buildings and vulnerable uses are kept outside of the flood zones and that the area affected by Flood Zone 2 or 3 can be used as green space or parking.</p> <p><u>A green corridor should be created along the Silk Stream River. A vegetated buffer zone between the river and proposed developments will help manage flood risk and enhance biodiversity.</u></p>	Requested by the Environment Agency in their representations on the Submission Document.
6-8	Page 64 Para 6.4.3	<p>Amend first sentence: The time frame requirements of the AAP are such that tThe Colindale SFRA has been was prepared in advance <u>the context</u> of the final North London SFRA <u>which was completed in April 2008.</u></p>	To update the document.

6-9	Page 65	<p>Add new paragraph 6.4.9 after existing 6.4.8 and re-number rest of the paragraphs: <u><i>A green corridor should be created along the Silk River Stream. This would provide a green pedestrian route through the Colindale AAP area improving east-west connections and support biodiversity around the river, whilst providing a buffer zone between the river and development as a means of managing flood risk.</i></u></p>	Requested by the Environment Agency in their representations on the Submission Document.
6-10	Page 65 Policy 6.5	<p>Amend Policy 6.5: All development will have regard to the drainage hierarchy of the London Plan. Developments will incorporate Sustainable Drainage Systems (SUDS) to manage surface water run-off. As part of the FRA (Policy 6.4), developers will carry out ground investigations to check the suitability of SUDS for infiltration and storage. SUDS schemes focussing entirely upon infiltration will not be acceptable due to the presence of London Clay in Colindale. The following SUDS are acceptable in Colindale <u><i>The following are some good examples of the types of SUDS that can be used in the Colindale area:</i></u> a) Flood storage (retention ponds) b) Permeable paving c) Green roofs d) Rainwater harvesting schemes - water butts installed on new development)</p> <p>The Council will either enter into S106 discussions with the developer relating to the future maintenance of the SUDS or attach relevant planning conditions.</p>	Requested by the Environment Agency in their representations on the Submission Document.
6-11	Page 66 Para 6.5.4	Amend: The emerging NLWP Preferred	To update the document.

		Options report does not identify potential new waste management sites within Colindale, however it does reference the Colindale AAP as an opportunity 'for the development of more integrated waste and resource parks (sometimes referred to as eco-parks) or the integration of waste based renewable energy systems into mixed use developments. <u>identifies the land between the railway lines as a potential future site for a household waste and recycling facility.</u>	
6-12	Page 66 Para 6.5.6	Amend first sentence: The proposed Waste Management Facility at Edgware Road / Geron Way (<u>Hendon – Cricklewood</u>) forms part of the outline planning application submitted to Barnet Council in March 2008 for the comprehensive regeneration of the Brent Cross Cricklewood Area and comprises a rail linked waste handling facility.	To update the document.
6-13	Page 66 Para 6.5.7	Amend: The small area of land in-between the railway lines off Aerodrome Road and owned by Network Rail may have potential as a waste management facility The identification of suitable sites for waste management will be <u>is</u> the responsibility of the North London Waste Plan. <u>The small area of land in-between the railway lines off Aerodrome Road owned by Network Rail is identified in the NLWP Preferred Options Report as a potential future site for a household waste and recycling facility.</u>	To update the document.
6-14	Page 67 Fig 6.3	Amend target for indicator 6B: Energy Centres on Peel Centre West site <u>and Colindale Hospital site</u> within Phase 2 (2012-2016)	To update the document to reflect the recent planning decision.

		Amend target for indicator 6F: <u>Household waste and recycling facility on the land between the railway lines.</u> Waste and recycling storage facilities in all developments in accordance with the Council's guidance (Michael Lai – 'Information for Developers and Architects – provision of domestic and organic waste collection services, and recycling facilities')	
7			
7-1	Page 70 Introduction - 2 nd bullet	Amend: Objective 4 of the AAP: to ensure the coordination of social, economic, physical, and environmental and educational infrastructure requirements; and	To update the document.
7-2	Page 70 Para 7.1.5	Amend: The minimum target of 10,000 new homes in the Colindale Opportunity Area naturally accounts for a significant proportion of the Borough's housing target under London Plan Policy 3A.2, <u>although the AAP delivery timescales go beyond 2016.</u>	To update the document.
7-3	Page 71 Policy 7.2	Amend: Policy 7.2 Affordable Housing The Council has a <u>borough-wide</u> target of 50% affordable housing, in line with the London Plan. The maximum amount of affordable housing will be sought having regard to this target and to a viability assessment. Affordable units should be distributed throughout the site and be well integrated into all new development. The Council will, <u>with reference to the London Plan's 70:30 social rented/intermediate ratio and recognition of a move to a 60:40</u>	To update the document and in response to the Environment Agency's representation on the Submission Document.

		<i>split</i> , negotiate the ratio of social rented/intermediate housing on a site by site basis having regard to the Council's SPD, <u>Housing Strategy</u> , and the London Plan.	
7-4	Page 71 Para 7.1.12	Amend: Whilst a target of 50% affordable housing will be sought across the area to include a mix of social rented and intermediate tenures, the final level of provision will be dependent on a viability assessment on a site by site basis to ensure the delivery of the AAP objectives. <u>Given a large social rented dominance at Grahame Park Estate there is a concern not to repeat over-concentrations of this or other tenures in single locations or in totality, but to achieve a good mix across the AAP.</u> Whilst it is it is recognised that the Mayor intends to move towards a 60:40 split in his review of the London Plan, the Council's adopted SPD on Affordable Housing (February 2007) sets out that the Council will, with reference to the London Plan's 70:30 social rented/intermediate ratio, negotiate, on a site by site basis, a more appropriate split for Barnet in order to enable the delivery of wider sustainable development and regeneration objectives.	To update the document.
7-5	Page 71 Para 7.1.13	Amend: The London Borough of Barnet will monitor affordable housing provision within Colindale and work closely with the GLA on monitoring delivery in the light of the availability of public subsidy, prevailing economic conditions, updated housing viability <u>and needs</u> assessments and planning policy.	To update the document.
7-6	Page 72	Amend:	To update the document.

	Policy 7.3	<p>Policy 7.3 Health in Colindale</p> <p>New health facilities will be provided in the Colindale Avenue Corridor of Change, complemented by reprovided facilities at Grahame Park Estate. The exact requirements will be subject to discussions between the developer, the London Borough of Barnet and Barnet PCT and have regard to the phasing and delivery of proposals within Colindale. Such facilities will provide for primary health care which will comprise general practitioners (GPs), dentistry, pharmacy and a range of community services. Developers should have regard to the Council's <u>adopted</u> SPD on financial contributions for health care services.</p>	
7-7	Page 72	<p>Replace all references to the 'Barnet PCT' with <u>NHS Barnet</u>.</p>	<p>To update the document to reflect the recent change in title from Barnet PCT to NHS Barnet.</p>
7-8	Page 72 7.2.12	<p>Amend: A facility of approximately 2,000sqm would be particularly suitable if the replacement facility on Grahame Park for like-for-like facilities (around 1000 sq m) proceeded as currently consented.</p>	<p>To update the document.</p>
7-9	Page 72 Para 7.2.13	<p>Delete: The Council and Barnet PCT are working together on the preparation of a Supplementary Planning Document which will provide clear advice and guidance on the appropriate level of financial contribution from developers for the provision of health care services that will be required for the population growth as a result of any new development. The guidance contained in this forthcoming SPD</p>	<p>To update the document in light of the adoption of the SPD in July 2009.</p>

		<p>will be relevant and applicable to new housing and mixed use development across the borough including Colindale.</p> <p>Replace with: <u><i>In partnership with NHS Barnet, the Council has prepared and adopted a Supplementary Planning Document (SPD) on Contributions to Health Facilities from Development. The guidance contained in the SPD is relevant and applicable to new housing and mixed use development across the borough including Colindale.</i></u></p> <p><u><i>The Council uses the HUDU Planning Contributions Model to calculate the potential planning contributions from residential developments in Barnet for the provision of health care facilities. It is proposed that the HUDU Model will be extended to incorporate a method to calculate the impact of new residential development on the provision of social care facilities. Following the successful extension of the HUDU Model the Council will seek s106 contributions for social care facilities.</i></u></p> <p><u><i>For major development schemes the council will assess the complex factors that must be taken into account in putting together a 'package' of Section 106 financial contributions, and the standard values used in the HUDU Model will be used, but may be subject to variation in some cases.</i></u></p>	
7-10	Page 73 Para 7.3.5	Amend: New facilities at Beaufort Park include a Tesco Extra <u>Metro</u> and a number of other shops, restaurants and a pub.	To correct the document.
7-	Page 74	Amend:	To clarify the document.

11	Para 7.3.11	<p>... In addition to retail provision, supporting community and leisure uses such as <u>cafes, restaurants, and bars (Use Class A3/A4/A5)</u> uses and health and leisure-uses (<u>Use Class D1</u>) will be provided which complement existing facilities. There should be a degree of flexibility within any development proposals to reflect current market conditions in terms of the size and configuration of retail floor space when such development is brought forward.</p>	
7-12	Page 75 Para 7.4.2	<p>Amend: In seeking to ensure the growth planned for the Colindale area creates sustainable, mixed and balanced communities, it is important to consider what contribution the identified sites could have in terms of providing high quality, mixed use development <u>and creating locally based employment.</u></p>	To update the document.
7-13	Page 75	<p>Renumber existing paragraph 7.4.7 as para 7.4.9 and add new paragraphs 7.4.7 and 7.4.8 within Section 7.2 as follows:</p> <p><u>7.4.7 As the majority of jobs are created within proposed mixed use development, the timing of job creation is, to a degree, dependant on the timing and phasing for the residential development (as discussed in paragraphs 7.1.7-7.1.10 and Section 8.2). Three development phases have been used in the background work and within the AAP which relate well to the aspirations of the key landowners and are considered to sit well against the phases used in the London Plan relating to the delivery of homes and jobs across the Opportunity Areas.</u></p> <p><u>7.4.8 It is assumed that the</u></p>	In response to GOL representation on the Submission Document.

		<u>majority of jobs proposed within Beaufort Park (335 new jobs) will be created within Phase 1 (2007-2011). The majority of the remaining new jobs will be created in Phase 2 (2012-2016) consisting of those in Colindale Avenue Corridor of Change around the new neighbourhood centre and Barnet College (239 new jobs) and Farrow House (294 new jobs) and the land in-between the railway lines (80 new jobs) in Aerodrome Road Corridor of Change. Phase 3 will consist of new jobs on the Peel Centre East site and in Grahame Park Estate.</u>	
7-14	Page 77 Policy 7.6	Amend third paragraph: New buildings for education uses in Colindale will be of the highest quality of design befitting their important community function. They will be prominent buildings and fully integrated into the local environment <u>and where potential exists they will be "exemplars" in sustainability and green education building design.</u>	To update the document.
7-15	Page 77 Para 7.5.1	Add new paragraph between 7.5.1 and 7.5.2: <u>Barnet Council's Cabinet recently gave Executive Approval for the rebuilding of Colindale School which is a primary school just outside the AAP area but directly affected by it. This primary school will be rebuilt and expanded from a two form entry to a three form entry school. The extra capacity created by the expansion is needed to meet growth in primary school aged children from the existing area and therefore will not meet the needs of the planned growth in the area.</u>	To update the document.
7-16	Page 77 Developer	Add paragraph number.	To update the document.

	Contributions	Amend: For example, particularly large housing developments may be required to provide a new school in order to meet the demand that will arise from the development, <u>particularly if generating over 1,000 new homes.</u>	
7-17	Page 79 Fig 7.8	Amend Indicator Number 7a in the 'Targets' column of Fig 7.8: 3739 <u>3185</u> units by 2011 7381 <u>7601</u> units by 2016 9526 <u>9806</u> units by 2021	To correct the document to reflect the figures in Figure 7.1.
7-18	Page 79 Fig 7.8	Amend Indicator Number 7d in the 'Targets' column of Fig 7.8: Around 5,000 sq m including <u>excluding</u> community facilities provided within Colindale Avenue Corridor of Change in Phase 2 (2012-2016).	To correct the document to reflect Policy 7.4.
8			
8-1	Page 82 Para 8.1.1	Amend: This chapter outlines how the Council will translate the vision for Colindale into reality. Achieving the vision will be challenging and the Council cannot implement the Colindale AAP alone <u>and it will rely on a genuine partnership delivery approach.</u> The Council will work with a range of stakeholders <u>and partners</u> including the GLA and TfL, neighbouring boroughs, landowners, utility providers, the voluntary and community sectors and others to ensure that the objectives and policies in this AAP are implemented throughout the lifetime of the document.	To update the document.
8-2	Page 82 Para 8.1.4	Amend: In order to be effective, the AAP must be flexible. A long term strategy which is too prescriptive in the type and extent of development may date quickly and	To update the document.

		may not reflect market demand at the point of delivery, <u>particularly pertinent in a recession.</u>	
8-3	Page 82 Para 8.1.6	Amend first sentence: <u>Recognising current market conditions and the recession,</u> the results from the high level appraisals indicate that, assuming benign market conditions, private residential uses provide the principal source of value in redevelopment proposals as they have the largest margins between build cost and revenue.	To update the document.
8-4	Page 82	Update photos with photos of the completed bridges and Kidstop development.	To update the document.
8-5	Page 83 Para 8.1.10	Amend: In view of this, the Council has identified over £120 million of necessary infrastructure to support the proposed growth in Colindale. The Council has developed <u>an innovative infrastructure funding model known as</u> the Barnet Finance Plan based on tax investment and. <u>It</u> has piloted Colindale as its front runner scheme awaiting HM Treasury and CLG announcements. <u>The Council has also bid for the recent Government pilot scheme for Tax Increment Financing and Accelerated Development Zone (TIF-ADZ) status and is formally a member of the National Government (CLG/HMT) led TIF-ADZ working Group, to develop such infrastructure financing models.</u>	Requested by the Inspector at the Hearing and to update the document.
8-6	Page 83 Policy 8.1	Amend: Policy 8.1 The Council's Powers and Resources in Colindale The Council, along with the GLA	To update the document.

		<p>group, will ensure that their policies and resources promote the implementation of this Plan <u>prioritising Colindale as the Borough's key pilot area for new and innovative infrastructure funding mechanisms and delivery.</u> The AAP provides the development plan framework within which all future planning applications will be determined, and each application will need to demonstrate to the Council and GLA group how the proposed development will help realise the visions and objectives contained within the AAP.</p>	
8-7	Page 83 Para 8.2.5	<p>Amend: There is an opportunity in Colindale to transform the area and deliver new development to exemplary levels of sustainability, as reflected in the policies and guidance contained in Chapter 6, particularly with regard to providing decentralised energy in the form of an energy centre providing district wide heating and power <u>and eco friendly new schools and educational developments.</u> The Council will continue to work closely with the GLA and LDA to further promote the exemplary levels of sustainability in Colindale.</p>	To update the document.
8-8	Page 84 Policy 8.2	<p>Amend: Policy 8.2 Partnership Working in Colindale</p> <p>The Council will work with partners, landowners and other stakeholders to secure the implementation of the policies in the Colindale AAP. The Council will continue to coordinate regular meetings of the Colindale AAP Stakeholder Group and consult with local residents and the wider growing community throughout the life of the AAP to help deliver</p>	To update the document.

		the vision, objectives and policies <u>to transform the area into a vibrant and successful city suburb of Barnet.</u>	
8-9	Page 84 Para 8.2.6	Amend first sentence: Key landowners <u>and developers</u> will ultimately be responsible for delivering the change, improvements and growth put forward in the Colindale AAP.	To update the document.
8-10	Page 84	Add paragraph numbers to paragraphs under title 'Landowners'.	To update the document.
8-11	Page 85 Under heading 'London Borough of Brent'	Amend paragraph 8.2.6 (under heading of London Borough of Brent): Many of the community and transport infrastructure issues relevant to the Colindale AAP are also relevant to the forward planning of these adjacent major sites in Brent and close working relations will continue to be maintained as progress on their LDFs is made by both Councils. <u>The Council is committed to joint-working and will continue to work closely with the London Borough of Brent to ensure the coordinated management and implementation of development and infrastructure through regular officer meetings to discuss LDF progress and other relevant development issues within the area. In addition, partnerships are developing with North West London boroughs, including the London Borough of Brent, to plan sustainable growth within the North West London-Luton Corridor.</u>	Requested by GOL in their representations on the Submission Document.
8-12	Page 84 'Fairview New Homes'	Fairview New Homes owns the Colindale Hospital and Brent Works sites. Fairview submitted two planning applications for the Colindale Hospital site and Station House site in January 2009. for a residential-led mixed-use	To update the document in light of recent planning decisions.

		<p>development incorporating an Aparthotel and new public piazza. <u>On the 29th July 2009 Barnet Council resolved to grant planning permission to Fairview New Homes for the redevelopment of the former Colindale Hospital site to erect 714 residential units including the change of use and conversion of the listed former Administration building to residential, a new primary care trust facility (Use Class D1) of 1,132sqm, commercial units (Use Class A1/A2/A3/B1). The Council also resolved to grant planning permission for the demolition of Station House and construction of a 293 bed, part 6, part 13 storey Aparthotel (8965sqm) together with a 369sqm restaurant (Use Class A3) and three ground floor commercial units (Use Class A1/A2/A3) totalling 780sqm. The application includes the retention of and alterations to the Colindale underground station building and the provision of a new public square and a transport interchange incorporating bus stops, taxi rank and associated landscaping. Part of the Fairview's approved master plan for the Colindale Hospital site is identified safeguards a plot of land for the relocation of Barnet College. Once the College has received funding, Fairview will then purchase the current Barnet College site and redevelop for residential use and a primary school.</u></p>	
<p>8-13</p>	<p>Page 84 'Metropolitan Police'</p>	<p>Amend second and third paragraphs: The Metropolitan Police would like to dispose of surplus land for residential-led mixed-use development <u>but have not yet reached the stage where they can provide certain timescales for the</u></p>	<p>To update the document.</p>

		<i>disposal of this land.</i> The Metropolitan Police are unable at this stage to provide certain timescales for the disposal of this land.	
8-14	Page 84 'Barnet College'	Amend second paragraph: The current building is not fit for purpose and, if continued <i>to be occupied</i> occupancy in the long term would need to be upgraded.	To update the document.
8-15	Page 85 'The Community'	Amend heading: The <i>Colindale and Wider</i> Community	To update the document.
8-16	Page 86 Policy 8.3	Amend: Policy 8.3 Planning Obligations in Colindale <i>Funding Infrastructure in Colindale and Section 106 Contributions</i> The Council will seek to ensure, through the use of conditions and/or planning obligations that new development provides for the planning benefits which are necessary to support and serve proposed new development in Colindale. The pooling of contributions for necessary transport and community infrastructure will be required having regard to the relative priorities for planning obligations for each Corridor of Change. Where necessary, the Council will require an open book approach from developers when discussing and negotiating planning obligations and <i>development viability</i> with the Council.	To update the document.
8-17	Page 86 Para 8.2.10	Amend point 6.: Health provision – working with the PCT <i>NHS Barnet</i> to ensure the health care needs of existing and future residents are met through the delivery of improved and expanded facilities;	To update the document.

		<p>Amend point 9.: Cultural heritage <i>and tourist</i> facilities – the RAF Museum is a facility of international significance and represents a major strength of and opportunity for the Colindale area; and</p>	
8-18	Page 86 Para 8.2.13	<p>Amend: A system to levy a tariff on development is currently being considered by the Council as a mechanism for delivering planning obligations in accordance with advice from Central Government. Such a system could form part of the emerging Barnet Finance Plan <u>or Tax Increment Financing pilot for a Colindale Accelerated Development Zone (TIF-ADZ)</u> which is designed to provide funding for physical and social <u>community</u> infrastructure upfront. The mechanism to deliver the necessary infrastructure in Colindale could, therefore, change over the lifetime of the AAP. <u>More strategic infrastructure funding will come forward from Growth Area Funding (GAF3) and mainstream public sector funding.</u></p>	To update the document.
8-19	Page 86 New Para	<p>Add new paragraphs 8.2.16, 8.2.17 and 8.2.18</p> <p><u>Schedule of Infrastructure Delivery</u></p> <p><u>The Colindale AAP identifies specific physical, environmental and community infrastructure that is needed to support the growth planned in Colindale and ensure the creation of a sustainable and successful place. A Schedule of Infrastructure Delivery is included in Appendix 1 which indicatively sets out when each item of infrastructure will be delivered across the different phases of the AAP and the anticipated sources of</u></p>	Requested by the Inspector.

		<p><u>funding that will be used to deliver them.</u></p> <p><u>The schedule sets out those projects that have already been completed and the figures associated with them, funding secured to deliver specific items of infrastructure, infrastructure being delivered 'in kind' through consented developments and potential sources of funding for remaining infrastructure.</u></p> <p><u>The schedule is intended to provide a simple guide for the AAP and will be subject to review and revision throughout the lifetime of the plan in accordance with Policy 8.5 (Monitoring Development in Colindale).</u></p>	
8-20	Page 87 Para 8.2.18	<p>Amend: The London Borough of Brent are <u>is</u> currently developing a detailed infrastructure framework to assist in managing the implementation of development around Edgware Road.</p>	To update the document.
8-21	Page 87 Para 8.3.1	<p>Amend: The importance of monitoring is recognised in both the Planning and Compulsory Purchase Act 2004 and the London Plan, which place a duty on every local planning authority to keep under review matters affecting the planning and development of its area, and to carry out surveys where necessary in order to test the effectiveness of the policies. An important aspect of the new planning system is the flexibility to update components of the Local Development Framework, including this AAP, to respond quickly to <u>a changing environment and priorities, for example the recession or market upturn.</u></p>	To update the document.

<p>8-22</p>	<p>New Page</p>	<p>Add new page with following:</p> <p><u>Appendices</u></p> <p><u>Appendix 1: Schedule of Infrastructure Delivery</u></p> <p><u>Appendix 2: List of Reference Documents</u></p> <p><u>The following supporting documents are available at Barnet Online</u> www.barnet.gov.uk/planning-consultations :</p> <ul style="list-style-type: none"> • <u>Sustainability Appraisal</u> • <u>Equalities Impact Assessment</u> • <u>Appropriate Assessment</u> • <u>Statement of Consultation and Conformity</u> <p><u>The following technical reports have informed the preparation of the Colindale AAP:</u></p> <ul style="list-style-type: none"> • <u>Transport Analysis Summary Report (June 2009)</u> • <u>Saturn Modelling Report (June 2009)</u> • <u>VISSIM Proposed Modelling report (April 2009)</u> • <u>VISSIM Validation Report (April 2009)</u> • <u>Strategic Flood Risk Assessment (September 2008)</u> • <u>Outline Surface Water Management Strategy (June 2009)</u> • <u>Retail Provision Report (February 2008)</u> • <u>Employment Market Report (March 2009)</u> • <u>Property Market Report (June 2009)</u> 	<p>To update the document.</p>
<p>8-23</p>	<p>New page</p>	<p>Add new page with Schedule of Infrastructure Delivery as submitted to Inspector.</p> <p><u>Appendix 1: Schedule of</u></p>	<p>Requested by the Inspector.</p>

		<i><u>Infrastructure Delivery</u></i>	
8-24	New page	<p>Add new page:</p> <p><i><u>Appendix 2: List of Reference Documents</u></i></p> <p>Add table containing list of relevant reference documents (similar format to the table in Appendix 1 of the Mill Hill East AAP).</p>	To update the document.