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Planning Application H/04753/14: Hybrid planning application for the phased comprehensive redevelopment of part of the existing Peel Centre

'REQUEST TO SPEAK AT THE PLANNING COMMITTEE'

H/04753/14 | Hybrid planning application for the phased comprehensive redevelopment of part of the existing Peel Centre site including the demolition of all existing buildings and the provision of a residential-led mixed use development comprising up to 2,900 new residential units (Use Class C3), with 888 units in full detail and up to 2,012 units in outline in buildings ranging from 2-21 storeys; up to 10,000 square metres of non-residential floorspace (Use Classes A1-A4, D1, D2); the provision of a 3 form entry primary school (including nursery provision) and a minimum of 4 hectares of public open space.? Associated site preparation/enabling works, transport infrastructure namely a new pedestrian connection to Colindeep Lane and junction works, landscaping and car parking. The application is accompanied by an Environmental Statement. | Peel Centre, Peel Drive, Colindale, London, NW9 5JE

I object to the above planning application for the following reasons:

1 Existing residents should be the priority, and under the Council's proposals they are clearly not.

This scheme is in addition to the huge developments of thousands of properties (with far too few affordable homes for local people in housing need) already taking place at Beaufort Park, Grahame Park and the former Colindale Hospital site next to Colindale Station, the British Library site, and not so far away, Zenith House – and this is excluding everything that is happening just over the borough boundary in Brent. Local people are becoming tired of responding to consultations which are ignored, especially as the majority of the properties that will be built under this development and others in the area are well beyond the average Colindale residents' price range – hardly any are in the social rented sector.

The application proposes buildings up to 21 storeys which are completely out of keeping with the local area, especially from roads to the south of Colindeep Lane. The

height of the buildings is a major concern, but as with previous developments in Colindale the Council will not consider properly local objections regarding blight and will undoubtedly continue to allow suburban Colindale that most people know to bear more of a resemblance to Canary Wharf, rather than in keeping with close by neighbourhoods.

I am deeply concerned about the sheer scale of what is going on. In 2007, Colindale had a population of 15,700. Projections show that in just 9 years' time, Colindale will have a population well over double that: 37,700 people crammed into just one Barnet Council ward.

My opinion is that as things stand, the roads will not cope. The NHS will not cope. The Tube station and buses will not cope. It remains completely unclear what kind of upgrade Colindale tube station will receive as part of this scheme.

What about the impact on electricity, water and gas supplies and the drains and sewers, too? There is localised flooding from time to time on Aerodrome Road already, as it is.

It is almost impossible to comment further without full access to documents. Barnet Council have refused to publish the viability document which should be accompanying this planning application. I question whether this consultation is a legal one in the absence of such an important piece of relevant information.

As such I cannot comment satisfactorily on the affordable housing section as we do not know how many homes are to be affordable under any definition, but needless to say, I do not hold out much hope when thinking back to previous schemes advocated by this administration. Only last year Barnet demonstrated that it remains a soft touch for developers when it allowed 238 affordable homes to be scrapped from the Beaufort Park development.

Of the 2900 properties proposed in this application, 40% should be affordable, in line with the Mayor of London's target. If not, I would urge Barnet Council to reject this proposal until the developer returns with that target met.

Each time a developer places a planning application in front of Barnet, Christmas comes early for them.

2) Lack of parking and impact on traffic congestion.

We are already seeing the consequences of inadequate parking provision in the major developments of a similar scale in Colindale, such as "the Pulse". Residents on this partially built development are already complaining of inadequate parking provision, and are starting to use nearby residential streets which are already overcrowded through parking demand. Serious problems have developed, for example on Booth Road.

In the developers' report it states that parking will be 0.7 spaces per housing unit (lower provision) and upto 1 space per household (maximum). As with the other new developments in Barnet, this is completely inadequate and does not take into account that public transport in outer London is less convenient than in inner London.

There is no scope for more on street parking caused by the inadequate provision of parking facilities in the development. Parking pressures will inevitably spread even wider.

The impact of a significant increase in traffic on the local road network has also not been fully considered. Because a large amount of additional traffic will be generated by not just the Peel Centre development, but also the development in the wider area, which is unprecedented for Barnet – the consequence of this is an extra 22,000 residents. The Colindale road network, which already struggles to cope at the best of times, will be overwhelmed without a significant improvement in traffic management. The prospects of gridlock at busy times (and indeed even in quieter traffic periods) is a racing (or perhaps that should be crawling) certainty.

There should at the least also be a planning condition, that the developer can charge residents no more than the cost of a council resident's parking permit for parking within the development, in an attempt to mitigate the impact on neighbouring uncontrolled roads.

3) Lack of additional local services, especially primary health care.

Local GPs are already oversubscribed and the scheme must make provision for additional services, which it does not.

In addition to the need for primary health care and primary school provision, there is no consideration of the impact on secondary health care from the hospital service nor the need for secondary school provision.

4) Public transport

Little consideration appears to have been given to additional demands for more public transport. The increase in population in Colindale will have wider impacts across the entire Edgware branch of the Northern Line. When taking into account developments happening elsewhere on this branch it is blindingly obvious that major transport infrastructure improvements are needed to meet the expected demand. To date I have seen no evidence that Barnet, or indeed the Mayor of London are taking this issue seriously. I understood that the developers had planned to build a new station as part of the proposals – however as it is missing from the planning application we must assume that this has been shelved.

5) Jobs

The council should be aiming to provide skilled jobs to replace those that are being lost due to the closure of neighbouring developments such as the NIMR in Mill Hill or the proposed closure of PHE Colindale, with a light industrial use or high tech start up incubator, rather than yet more homes without the infrastructure to support them.

I urge you to reject this application.



Andrew Dismore
Assembly Member for Barnet and Camden