

**LOCATION:** West Hendon Estate, West Hendon, London NW9

**REFERENCE:** 14/07964/RMA                      **Received:** 17<sup>th</sup> December 2014  
**Accepted:** 17<sup>th</sup> December 2014

**WARD:** West Hendon                              **Expiry:** 18<sup>th</sup> March 2015

**APPLICANT:** Barratt Metropolitan LLP

**PROPOSAL:** Application for Approval of Reserved Matters relating to Scale, Layout, Appearance, Landscaping, Access and Parking, pertaining to Blocks F1, F2, F3, F4, G4, H3, H4 forming Part of Phase 3b and 3c of the West Hendon Estate Regeneration comprising 298 Residential Units (181 Market Value Units and 117 Affordable Units) Commercial Floorspace totalling 1,245m<sup>2</sup> (Use Class A and B1) and 18m<sup>2</sup> SSSI Warden Accommodation pursuant to condition 3 of Hybrid Planning Approval H/01054/13 dated 20<sup>th</sup> November 2013.

## **APPLICATION SUMMARY**

### Application Details

This application is to consider the reserved matters submission for Phase 3b and 3c, of the West Hendon Estate Regeneration scheme pursuant to condition 3 of hybrid planning approval H/01054/13.

The boundary to Phases 3b and 3c is shown on Appendix 1 and relate to Blocks F1, F2, F3, F4, G4, H3 and H4. which will comprise 298 Residential Units (181 (61.7%) Market Value Units and 117 (38.3%) Affordable Units) including 16 intermediate units and 101 social rented units, of which, 28 (10%) residential units will be wheelchair adaptable. This part of Phase 3 will connect the two sectors of the previously consented Phase 3a, containing Blocks E1-E4 and G1-G2, which are all currently under construction.

This development involves the demolition 18,223m<sup>2</sup> of existing residential buildings, this is shown on Appendix 2, which identifies the buildings to be demolished, including for:-

- Marriott's Close building excluding Marriott's Close Houses No's.1-10. (6,999m<sup>2</sup>)
- No's. 1-32 Tyrrel Way (2,765m<sup>2</sup>)
- Franklin House (4,378m<sup>2</sup>)
- 181-197 The Broadway (4,081m<sup>2</sup>)

The proposed development shown on Appendix 3 consists of the following new buildings:-

- Erection of residential building F1, F2, F3, F4 – which is a detailed design by Allies and Morrison
- Erection of residential building G4 to include commercial ground floor – which is a detailed design by Allies and Morrison

- Erection of residential building H3 & H4 to include commercial ground floor – which is a detailed design by Makower Architects.

All the accommodation is designed to Lifetime Homes requirements and complies with the Mayor's Housing Design Guide.

The breakdown of the unit sizes are:

- 84 x 1 bed units (28.19%);
- 132 x 2 bed units (44.30%);
- 37 x 2 bed Duplex units (12.42%);
- 25 x 3bed units (8.39%);
- 18 x 3 bed Duplex units (6.04%);
- 2 x 4 bed units (0.67%)

The total residential floorspace to be formed will be:

- 30,939m<sup>2</sup> total residential floorspace
- With 9,009m<sup>2</sup> affordable residential floorspace
- In addition there will be 10,840m<sup>2</sup> of basement parking

Other floorspace areas to be included are:

- 1,245m<sup>2</sup> commercial floorspace (Use Class A1/A2/A3/A4/A5/B1)
- 18m<sup>2</sup> SSSI wardens office accommodation
- 150m<sup>2</sup> fitness studio

In addition to the above floorspace there will be amenity areas formed including:

- 1,774m<sup>2</sup> of balcony area;
- 1,786m<sup>2</sup> courtyard area;
- 1,484m<sup>2</sup> private gardens and roof terraces;

This provides for a total of 5,194m<sup>2</sup> of amenity area, excluding the strategic linear park open space.

### Variation on Previous Phasing

A variation on the original phasing for the development; submitted under application reference H/03991/14, was approved by committee in November 2014.

This variation altered the phasing for various blocks within Phase 3, such that all of Block F is now within Phase 3B and the whole of Block E2, is now within Phase 3A. Both of which were originally either partially or all within Phase 3C.

Other matters relating to the Section 106 agreement for H/01054/14 pertaining to Education contribution changes and the delivery of the Cool Oak Lane Bridge are also changed with this recent application to vary the phasing, these discussed more fully later in the report within Section 5: Background to the Application.

### Open space and Recreation

Phase 3B and 3C of the regeneration scheme also includes for the formation of 'The Green' which runs to the east of Block F1 and F2, and will form a new public open space area at the heart of the development together with links to the Welsh Harp from Broadway.

In addition to this there are areas within the blocks of new buildings which provide for additional amenity area, this together with the private balconies and terraces associated to each unit provides for 5,194m<sup>2</sup> of amenity area for Phase 3B and 3C.

### Commercial Floor Space

A new commercial centre at the junction of what is to be Broadway Place and the Broadway (A5); is to be provided which will help forge links through to Hendon Station.

There is to be 1,230m<sup>2</sup> commercial floor space which is to be contained within Building G4 and H3/H4, which are within Phase 3C located to the east of the site in the current location of a Victorian terrace of mixed commercial and residential properties on the Broadway.

These blocks occupy the highest part of the site and when completed, will replace part of the existing urban blocks on the Broadway forming an element of the regeneration of this commercial frontage.

### Transport and Parking

The current location of the Perryfield Way gyratory will in part become East Street, but the gyratory will not be removed during this phase of the development.

Parking provision which is discussed later within Section 15.9 of the report is to be provided in conformity with the council's highways and transportation department and TFL.

### Urban Design

The development is to be constructed of high quality materials in a design reflecting a modern approach to the treatment of elevations, fenestration, door entrances, parapets and copings as well as porch treatment. Appendices 9, 10, 11, 13, 14, 21 and 22 illustrate the form and mass of the buildings and also the detail of the fenestration, balconies, door openings and parapet designs.

The two phases are generally to comprise of buildings with between 2 and 12 storeys in height located within the centre of Phase 3, this will provide for a change in character and height of buildings from the more formal East Street down to the informality and taller buildings of West Street, which is at a much lower level.

### Landscape and Trees

Whilst there are no trees within Phase 3b and 3c, the landscaping scheme for the two phases, see Appendix 3 will allow for a comprehensive scheme of planting, both hard and soft landscaping enhancing the proposed and existing areas of open space and street scene more generally.

The comprehensive and robust landscaping scheme to be introduced within the new build areas will help to increase the perceived connectivity of the Broadway through to the Welsh Harp and York Park, in addition to this the walkways and footpaths through the open space areas will also reinforce the perceived connectivity through to the railway station from the Welsh Harp, which is a Parameter emphasised later in Section 11 of this report.

In addition to the above there will be various enclosed areas of communal amenity space within the courtyards formed by the various blocks which will also enhance the increased level of amenity space being provided with the scheme of regeneration.

### Energy, Sustainability and Resources

In terms of energy, sustainability and resources, the proposed redevelopment would make efficient use of brownfield land, would improve and promote public transport accessibility and create a mixed and balanced community.

The development has been designed to minimise its impact on the environment with an emphasis on using less energy. All of the dwellings will be built to Code for Sustainable Homes Level 4 and the development would deliver a carbon saving of 36% through efficient building design.

The installation of a District Heating Network fuelled by CHP and the installation of solar photovoltaic panels at the most efficient locations within the development will all add to the carbon savings for the site.

The scheme also incorporates facilities for electric vehicle charging which is part of the energy conservation philosophy.

### Biodiversity

It has been identified and agreed with Natural England that in order to minimise and monitor the impacts on the SSSI and existing habitats within the whole of the regeneration area that the developer will prepare a mitigation and monitoring plan to manage the impacts of noisy demolition and construction activities, this has been implemented and undertaken for the last 12 months, as such it has been found that there has been little disturbance to the SSSI and the wildlife within it. Notwithstanding this, mitigation works have been undertaken, including the installation of artificial nest islands, bat/bird boxes, green and brown roofs and other habitat enhancements.

The impact of increased recreational activity will be managed through habitat management and monitoring through the Ecological Management Framework, but also working in conjunction with an onsite warden funded through S106 contributions; the current 2 phases incorporate an office for the SSSI Warden within Block F.

### Noise

No new, different or cumulative noise impacts to occupiers and neighbours will result from the proposal compared to the original Hybrid approval details and which are already covered by appropriately worded conditions and obligations. This includes impacts associated with construction and operational phases of the development.

## Conclusion

In conclusion the overall design philosophy and objectives for the scheme of development are considered to be acceptable; the proposal includes for the re-use of a brown field site, seeks improvements to the wider area, the natural environment and achieves sustainable objectives. The built form utilises a simple pallet of materials of high quality with a 'current' design which meets simple design objectives with functionality and form.

Overall the development achieves the standards and requirements of the 'Parameter Plans' and the conditions and obligations contained within the original planning approval.

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## **RECOMMENDATION**

### **Approve the application subject to the following conditions:**

1. Commencement

This development must be commenced within three years from the date of this permission.

Reason:

To comply with Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act, 2004

2. Approved plans

The development hereby permitted shall be carried out in accordance with the following approved plans and documents:

**General**

765\_05\_07\_001 P1  
765\_05\_07\_002 P1  
765\_05\_07\_003 P1  
765\_05\_07\_004 P1  
765\_05\_07\_005 P1  
765\_05\_07\_006 P1  
765\_05\_07\_007 P1  
765\_05\_07\_008 P1

765\_05\_07\_708 P1  
765\_05\_07\_709 P1  
765\_05\_07\_710 P1  
765\_05\_07\_711 P1  
765\_05\_07\_712 P1  
765\_05\_07\_713 P1  
765\_05\_07\_714 P1  
765\_05\_07\_715 P1  
765\_05\_07\_716 P1  
765\_05\_07\_800 P1  
765\_05\_07\_801 P1  
765\_05\_07\_900 P1

026\_01\_408 P2  
026\_01\_409 P2  
026\_01\_450 P2  
026\_01\_451 P2  
026\_01\_452 P2  
026\_01\_453 P2  
026\_01\_500 P2  
026\_01\_600 P2  
026\_01\_601 P2  
026\_01\_700 P2

**Block F**

765\_05\_07\_098 P1  
765\_05\_07\_099 P1  
765\_05\_07\_100 P1  
765\_05\_07\_101 P1  
765\_05\_07\_102 P1  
765\_05\_07\_103 P1  
765\_05\_07\_104 P1  
765\_05\_07\_105 P1  
765\_05\_07\_106 P1

**Block H3+4**

026\_01\_001 P2  
026\_01\_002 P2  
026\_01\_100 P2  
026\_01\_101 P2  
026\_01\_102 P2  
026\_01\_103 P2

**Landscape Drawings**

OX5236 001 P02  
OX5236 002 P00  
OX5236 010 P03  
OX5236 015 P02  
OX5236 020 P01  
OX5236 P01

765_05_07_107 P1	026_01_104 P2	<b>Block G4</b>
765_05_07_110 P1	026_01_105 P2	765_05_07_150 P1
765_05_07_120 P1	026_01_106 P2	765_05_07_151 P1
765_05_07_121 P1	026_01_107 P2	765_05_07_152 P1
765_05_07_200 P1	026_01_108 P2	765_05_07_153 P1
765_05_07_201 P1	026_01_109 P2	765_05_07_154 P1
765_05_07_202 P1	026_01_150 P1	765_05_07_155 P1
765_05_07_203 P1	026_01_151 P1	765_01_07_160 P1
765_05_07_204 P1	026_01_200 P2	765_05_07_161 P1
765_05_07_205 P1	026_01_201 P2	765_05_07_162 P1
765_05_07_400 P1	026_01_202 P2	026_01_701 P2
765_05_07_401 P1	026_01_300 P2	026_01_702 P2
765_05_07_402 P1	026_01_301 P2	765_05_07_750 P1
765_05_07_403 P1	026_01_400 P2	765_05_07_751 P1
765_05_07_404 P1	026_01_401 P2	765_05_07_752 P1
765_05_07_405 P1	026_01_402 P2	765_05_07_753 P1
765_05_07_701 P1	026_01_403 P2	765_05_07_754 P1
765_05_07_702 P1	026_01_404 P2	765_05_07_755 P1
765_05_07_703 P1	026_01_405 P2	765_05_07_756 P1
765_05_07_704 P1	026_01_406 P2	765_05_07_901 P1
765_05_07_705 P1	026_01_407 P2	
765_05_07_706 P1		
765_05_07_707 P1		

- Planning Statement (inc. Development Specification Conformity) - December 2014 produced by Quod;
- Reserved Matters Boundary Plan – December 2014 - produced by A&M Architects;
- Design and Landscape Drawings – December 2014 – produced by A&M Architects;
- Design and Access Statement (including Landscaping) – December 2014 – produced by A&M Architects & Gillespies;
- Accommodation Schedule – December 2014 – produced by A&M Architects;
- Transport Statement – December 2014 - produced by CH2MHill;
- Daylight, Sunlight & Overshadowing Analysis – December 2014 - VERSION: V.1 produced by Point 2 Surveyors;
- CIL Assessment Ref: Q10102 – December 2014 - produced by Quod;
- Statement of Community Involvement – December 2014 - produced by HardHat.

Reason:

For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in accordance with policies CS1, CS4 and CS5 of the Barnet Core Strategy (Adopted September 2012) and Policy DM01 and DM02 of the Barnet Development Management Policies (Adopted September 2012) and policy 1.1 of the London Plan (2015).

### 3. Basement Ramp Details

Notwithstanding the plans submitted, before development commences, details of the headroom clearances along the ramp and within the car park area shall be submitted

to and approved in writing by the Local Planning Authority. The development shall not be carried out nor shall it be subsequently operated otherwise than in accordance with the approved details.

Reason:

In the interests of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.

## INFORMATIVES

1. In accordance with paragraphs 186 and 187 of the NPPF, the Local Planning Authority (LPA) takes a positive and proactive approach to development proposals, focused on solutions. The LPA has produced planning policies and written guidance to assist applicants when submitting applications. These are all available on the Council's website. A pre-application advice service is also offered and the Applicant engaged with this prior to the submissions of this application. The LPA has negotiated with the applicant/agent where necessary during the application process to ensure that the proposed development is in accordance with the Development Plan.
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## 1. BACKGROUND TO THE APPLICATION

The redevelopment of the West Hendon Estate is a long-standing priority of the Council. Paragraph 7.2.12 of Barnet's Local Plan (Core Strategy) states that West Hendon (and other priority housing estates in the Borough) will be subject to long term programmes of regeneration in order to tackle poor quality housing, social isolation and transform these areas into successful mixed tenure places. The Core Strategy identifies the following proposals for West Hendon:

*"The existing 680 homes will be replaced by a new mixed tenure neighbourhood of up to 2,200 new homes, a net increase of 1,500 homes. In addition approximately 10,000m<sup>2</sup> of non-residential floorspace will be built to help create a focal point around a new town square. It is estimated that the scheme will be completed before 2026. The redevelopment of West Hendon is being taken forward in parallel, but independently of the regeneration of Brent Cross – Cricklewood."*

An outline planning application for the redevelopment of the West Hendon Estate was originally submitted in December 2004 by Metropolitan West Hendon (Metropolitan Housing Trust). London Borough of Barnet resolved to grant permission in January 2006 (following an earlier committee where it was resolved to grant approval followed by further amendments to the application). Barratt Homes Limited became involved in the development in mid-2005 and required a number of amendments to reflect financial viability concerns. Following legal advice and subsequent review of the scheme, the application was taken to planning committee on 19th March 2008, with outline planning permission reference W/13987/04 being approved on 1st July 2008.

The Council entered into a development agreement with the key regeneration partners in 2006 which made a commitment to approximately £450 million investment over 10 years. A limited liability partnership – Barratt Metropolitan LLP (BMLLP) – was initiated to oversee the implementation of the scheme.

A standalone application (W/13230A/07) and separate s.106 legal agreement was approved in December 2007 for “Pilot Phase 1(a)” of the scheme, shown at Appendix 4. This comprised “demolition of existing buildings and erection of part two storey and part three storey terrace of 6 houses, with new access road off Tyrrel Way and 2 two storey semi-detached houses fronting Cool Oak Lane with provision for car parking spaces and landscaping”. This development has now been implemented.

Following on from this a Reserved Matters application for Phase 2a Lakeside was approved on 22nd December 2008 (reference H/04103/08). This comprised 186 residential units (161 flats in block ‘L’ and 20 flats and 5 terraced houses in block ‘M’). This development has also now been implemented.

Subsequent to the development of the two early phases financial constraints meant that subsequent phases of the original outline consent were not possible and in 2011 Barratt Metropolitan LLP (BMLLP) entered into discussions with London Borough of Barnet to amend the consent.

A new professional team was employed by BMLLP in September 2011 in order to revisit the approved Masterplan with a view to finding a viable solution for the future development of the site.

Following this review a new masterplan was developed and a new hybrid planning application was submitted in 2013 (reference H/01054/13) for the comprehensive redevelopment of the West Hendon Estate comprising the demolition of existing buildings on the estate and development of:

- Construction of up to 2,000 residential units (maximum 202,000m<sup>2</sup> GEA)
- Provision of 3,870 m<sup>2</sup> GEA community use (Use Class D1) including land for a two-form entry primary school and nursery and community centre
- Provision of 1,766m<sup>2</sup> Retail and related uses (Use Class A1-A5; Office (Use Class B1))
- Car parking at 0.8 spaces per unit including basement provision
- Cycle provision
- Landscaping and public realm works including the provision of a linear park between the estate and the Welsh Harp reservoir
- Highways works, including new estate roads, works to A5 West Hendon Broadway and removal of the Perryfield Way gyratory
- A central Energy Centre
- Various Interim works
- Two pedestrian bridges across the Welsh Harp reservoir (across the Silk Stream and adjacent to the existing Cool Oak Lane bridge)

The first phase (Phase 3a) of the hybrid application was submitted in detail with the remaining phases in outline. Application H/01054/13 was subsequently approved in November 2013 following completion of the section 106 agreement.



Subsequent to the approval of the hybrid planning application, an application to vary the phasing was submitted in June 2014 (reference H/03991/14), which sought a number changes to the Phasing of the development. These changes incorporated the removal of various blocks from Phase 3C into Phases 3A and 3B. As such Phase 3A now incorporates the whole of Block E2 as part of its construction phasing and Phase 3B now includes all of Block F1 to Block F4, this leaves Block G4 and Blocks H3 and H4 remaining within Phase 3C. This results in 85% of the construction for Phase 3 within Phase 3A and 3B and the remaining 15% within Phase 3C.

A Deed of Variation to the Section 106 Agreement attached to planning permission H/01054/13 was also authorised to secure the following changes:-

- i. Replacement of “Plan 3: Phasing Plan” within Appendix 3 with an updated phasing plan that amends Phase 3 sub phasing to:
  - a. Brings forward Block E2 (142 units) from Sub-Phase 3c to Sub Phase 3a;
  - b. Brings forward Blocks F1, F2, F3, F4 (121 units) from Sub Phase 3c to Sub phase 3b;

*(NOTE: Appendix 4 of this committee report illustrates the boundary changes to the 3 phases and the blocks to be transferred to each sub phase)*

- ii. Variation of phased education contribution to respond to variation in child yield resulting from sub phase changes.

PHASING	PREVIOUS (H/01054/13)	CURRENT (H/03991/14)
Phase 3a	£377,744	£978,650
Phase 3b	£105,721	£451,030
Phase 3c	£1,218,535	£272,320

- iii. Variation of the delivery of the Cool Oak Lane Pedestrian Bridge is to be brought forward from the previous trigger of delivery prior to occupation of 75% of the residential units within Phase 3c; to prior to the date of first occupation of a residential unit within Phase 3c.

The changes to the Phasing were approved by the Planning Committee in November 2014 which authorised the necessary legal work to draft a deed of variation to the section 106 agreement. This legal drafting is currently being progressed.

#### Chronological order of Planning Submissions for the West Hendon Estate

Application Reference	Address	Description	Decision
W13937/04	West Hendon Estate, NW9	Redevelopment of site including the demolition of all existing buildings and construction of 2171 new residential units, approximately 10,000sqm of non-residential floorspace for retail (Class A1), office (Class A2), food and drink (Class A3),	Approved 2 July 2008

		business (Class B1) and social/community and leisure (Classes D1 and D2) uses and provision of associated public and private open space, landscaping, car parking, access arrangements and highway/pedestrian improvements.	
H/04103/08	Rosemead and Warner Close West Hendon Estate, NW9	Reserved matters application seeking approval for landscaping, siting, design and external appearance in relation to Phase 2A of the redevelopment of West Hendon Estate, comprising 186 residential units (161 flats in block 'L' and 20 flats and 5 terraced houses in block 'M') pursuant to Condition 3 of outline planning permission W13937/04 for the redevelopment of the site approved 1 July 2008.	Approved 22 December 2008
W13230A/07	Lakeview Children's and Family Centre Tyrrell Way, NW9 7DX	Demolition of existing buildings and erection of part two storey and part three storey terrace of 6No. houses, with new access road off Tyrrel Way and 2No. two storey semi-detached houses fronting Cool Oak Lane. Provision of car parking spaces and landscaping.	Approved 14 August 2009
H/03152/12	West Hendon Estate, NW9	West Hendon Estate Request for EIA Screening and Scoping Opinion.	Opinion issued 11 January 2013
H/01054/13	West Hendon Estate NW9	Hybrid planning application for the demolition and redevelopment of the West Hendon Estate to accommodate up to 2,000 residential units, a new 2 form entry primary school, community building and commercial uses and associated open space and infrastructure comprising: <ul style="list-style-type: none"> <li>Outline permission for the demolition of existing buildings and the construction of up to 1,642 new residential units (Class C3); up to 3,870m<sup>2</sup> (GEA) of D1 Class floorspace comprising nursery and primary school and community centre uses and up to 1,635m<sup>2</sup> (GEA) Class A1/A2/A3/A4/A5/B1 floorspace, within buildings ranging from 2 to 29 storeys, associated cycle and car parking provision including basement level parking, landscaping and public realm works, interim works, associated highway works, and two pedestrian bridges across the Welsh Harp.</li> <li>Full planning permission (Phase 3 Blocks G1, G2, E1, E2, E3, E4) for the demolition of existing buildings and construction of 358 new residential units (Class C3), and 131m<sup>2</sup> (GEA) Class A1/A2/A3/A4/A5/B1 floorspace, within buildings ranging from 5 to 26 storeys, cycle and car parking provision including basement level parking, associated landscaping and public realm works, associated highway works, energy centre, and interim works.</li> </ul> Submission of Environmental Statement.	Approved 20th November 2013  Included for a Section 106 Agreement
H/03991/14	West Hendon Estate NW9	Variation to 106 contribution to change sub phasing pursuant to planning permission H/01054/13 dated 20/11/13 for: "Hybrid planning application for the demolition and redevelopment of the West Hendon Estate to accommodate up to 2000 residential units, a new 2 form entry primary school, community building and commercial uses and associated open space and infrastructure comprising: Outline submission for the demolition of existing buildings and the construction of up to 1642 new residential units (Class C3); up to 3,870m <sup>2</sup> (GEA) of D1 Class floorspace comprising nursery and primary school and community centre uses and up to 1,635m <sup>2</sup> (GEA)	Approved November 2014 Awaiting completion of the Deed of Variation to the Section 106 Agreement

		<p>Class A1/A2/A3/A4/A5/B1 floorspace, within buildings ranging from 2 to 29 stories, associated cycle and car parking provision including basement level parking, landscaping and public realm works, interim works, associated highway works, and two pedestrian bridges across the Welsh Harp.</p> <p>Full planning submission (Phase 3 Blocks G1, G2, E1, E2, E3, E4) for the construction of 358 new residential units (Class C3), and 131m<sup>2</sup> (GEA) Class A1/A2/A3/A4/A5/B1 floorspace, within buildings ranging from 5 to 26 stories, cycle and car parking provision including basement level parking, associated landscaping and public realm works, associated highway works, energy centre, and interim works.</p> <p>Submission of Environmental Statement.”</p>	
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## 2. MATERIAL CONSIDERATIONS

### 2.1 Key Relevant Planning Policy

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

#### National Planning Guidance

National planning policies are set out in the National Planning Policy Framework (NPPF). This 65 page document was published in March 2012 and it replaces 44 documents, including Planning Policy Guidance Notes, Planning Policy Statements and a range of other national planning guidance. The NPPF is a key part of reforms to make the planning system less complex and more accessible.

The NPPF states that the purpose of the planning system is to contribute to the achievement of sustainable development. The document includes a ‘presumption in favour of sustainable development’. This is taken to mean approving applications, such as this proposal, which are considered to accord with the development plan.

#### The Mayor’s London Plan March 2015

The London Plan is the development plan in terms of strategic planning policy for the purposes of the Planning and Compulsory Purchase Act (2004). On the 10<sup>th</sup> March 2015, the Mayor published (i.e. adopted) the Further Alterations to the London Plan (FALP). From this date, the FALP are operative as formal alterations to the London Plan (the Mayor’s spatial development strategy) and form part of the development plan for Greater London. The London Plan has been updated to incorporate the Further Alterations. It also incorporates the Revised Early Minor Alterations to the London Plan (REMA), which were published in October 2013.

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

application are:

- 1.1 (Delivering the strategic vision and objectives for London)
- 2.2 (London and the wider metropolitan area)
- 2.6 (Outer London: vision and strategy)
- 2.8 (Outer London: transport)
- 2.13 (Opportunity Areas and Intensification Areas)
- 2.18 (Green Infrastructure: the network of open and green spaces)
- 3.2 (Improving health and addressing health inequalities)
- 3.3 (Increasing housing supply)
- 3.4 (Optimising housing potential)
- 3.5 (Quality and design of housing developments)
- 3.6 (Children and young people's play and informal recreation facilities)
- 3.7 (Large residential developments)
- 3.8 (Housing choice)
- 3.9 (Mixed and balanced communities)
- 4.7 (Retail and town centre development)
- 4.8 (Supporting a Successful and diverse retail sector)
- 5.1 (Climate change mitigation)
- 5.2 (Minimising carbon dioxide emissions)
- 5.3 (Sustainable design and construction)
- 5.6 (Decentralised energy in development proposals)
- 5.7 (Renewable energy)
- 5.9 (Overheating and cooling)
- 5.10 (Urban greening)
- 5.11 (Green roofs and development site environs)
- 5.12 (Flood risk management)
- 5.13 (Sustainable drainage)
- 5.14 (Water quality and wastewater infrastructure)
- 5.15 (Water use and supplies)
- 5.17 (Waste capacity)
- 5.21 (Contaminated land)
- 6.1 (Strategic approach)
- 6.3 (Assessing effects of development on transport capacity)
- 6.7 (Better streets and surface transport)
- 6.9 (Cycling)
- 6.10 (Walking)
- 6.13 (Parking)
- 7.1 (Building London's neighbourhoods and communities)
- 7.2 (An inclusive environment)
- 7.3 (Designing out crime)
- 7.4 (Local character)
- 7.5 (Public realm)
- 7.6 (Architecture)
- 7.7 (Location and design of tall and large buildings)
- 7.8 (Heritage assets and archaeology)
- 7.13 (Safety, security and resilience to emergency)
- 7.14 (Improving air quality)
- 7.15 (Reducing noise and enhancing soundscapes)
- 7.18 (Protecting local open space and addressing local deficiency)

- 7.19 (Biodiversity and access to nature)
- 7.21 (Trees and woodlands)
- 8.1 (Implementation)
- 8.2 (Planning obligations)

It is further noted that the Mayor's Housing Supplementary Planning Guidance (November 2012) provides guidance on how to implement the housing policies in the London Plan.

### Relevant Local Plan (2012) Policies

Barnet's Local Plan is made up of a suite of documents including the Core Strategy and Development Management Policies Development Plan Documents (DPD). Both DPDs were adopted on 11 September 2012.

#### Core Strategy DPD (2012):

Policies CS 'NPPF - National Planning Policy Framework – Presumption in favour of sustainable development',

- CS1 (Barnet's place shaping strategy - protection, enhancement and consolidated growth - the Three Strands Approach)
- CS3 (Distribution of growth in meeting housing aspirations)
- CS4 (Providing quality homes and housing choice in Barnet)
- CS5 (Protecting and enhancing Barnet's character to create high quality places)
- CS7 (Enhancing and protecting Barnet's open spaces)
- CS8 (Promoting a strong and prosperous Barnet)
- CS9 (Providing safe, effective and efficient travel)
- CS12 (Making Barnet a safer place)
- CS13 (Ensuring the efficient use of natural resources)
- CS14 (Dealing with our waste)
- CS15 (Delivering the Core Strategy)

#### Development Management Policies DPD (2012):

- DM01 (Protecting Barnet's character and amenity)
- DM02 (Development standards)
- DM03 (Accessibility and inclusive design)
- DM04 (Environmental considerations for development)
- DM05 (Tall buildings)
- DM06 (Barnet's heritage and conservation)
- DM08 (Ensuring a variety of sizes of new homes to meet housing need)
- DM10 (Affordable housing contributions)
- DM15 (Green belt and open spaces)
- DM16 (Biodiversity)
- DM17 (Travel impact and parking standards)

### Supplementary Planning Documents and Guidance

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

determination of planning applications:

- The Residential Design Guidance SPD (April 2013)
- Sustainable Design and Construction SPD (April 2014)

### The Community Infrastructure Levy Regulations 2010

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Officers have concluded that the planning obligations included within the hybrid planning approval which also pertain to subsequent reserved matters submissions are legitimate and appropriate under these regulations. The applicant has agreed the obligations previously attached to the Hybrid application and as such the CIL calculations are applied to each and every sub-phase of the development.

### **3. DESCRIPTION OF SITE AND SURROUNDINGS**

The Application Site lies in the south west of the Borough within the West Hendon Ward that borders the London Borough of Brent. Phase 3B and 3C form part of the wider regeneration area comprising the remaining West Hendon Estate, together with buildings and highways land along West Hendon Broadway and Station Road.

The estate is bounded by the Edgware Road (The Broadway) (A5) to the east, and Cool Oak Lane to the south. To the north and west lies the Silk Stream and the Welsh Harp Reservoir. The Welsh Harp is also known as the Brent Reservoir.

The existing West Hendon Estate was completed in the late 1960s and includes 597 residential units. Prior to initial phases of regeneration taking place there were 680 properties (this was before Wendover, Rosemead and part of Warner Close were demolished).

The existing buildings generally range in heights from 2 to 6 storeys with a 14 storey building (Franklin House) toward the centre of the estate which is surrounded by parking at its base.

There is also a low rise community centre which is located to the north of the estate.

The existing estate is characterised by a number of issues related to its design, layout and construction and has suffered from problems such as crime and anti-social behaviour. These issues include:

- Poorly defined public and private space.
- No clear hierarchy of streets and desirable through routes.
- No sense of orientation within the estate.
- Lack of natural surveillance on public routes.
- No clear relationship between streets, buildings, open space and the Welsh Harp.
- No clear connection between the estate and the Broadway and other surrounding streets.
- Backs of existing properties to Broadway are unresolved following demolition of the Victorian streets in the 1960s.

- Unappealing entrances to blocks and poorly maintained internal communal areas.
- Building fabric in need of repair and upgrade to meet current environmental and building standards.
- Perryfield Way gyratory is the dominant feature on arrival to the estate.
- Poorly managed boundary with SSSI leading to unauthorised access.

Whilst this is outlined in more detail within Section 5: Planning Background to the Application of this report, Hybrid planning consent was granted in 2013 for the demolition of all existing buildings and the construction of up to 2000 new residential units (Class C3); up to 3,870m<sup>2</sup> (GEA) of D1 Class floorspace comprising nursery and primary school and community centre uses and up to 1,600m<sup>2</sup> (GEA) Class A1/A2/A3/A4/A5/B1 floorspace, within buildings ranging from 2 to 29 storeys, associated cycle and car parking provision including basement level parking, landscaping and public realm works, interim works, associated highway works, and two pedestrian bridges across the Welsh Harp.

Phases 3b and 3c, which are the subject of this application, relate to residential blocks at:

- Marriotts Close;
- No's 1 – 32 Tyrrell Way;
- Franklin House; and
- 181 – 197 The Broadway.

The actual site forming the two phases, slopes east west down towards the Welsh Harp. Much of the site is hard landscaped containing some car parking and roads including Perryfield Way, it is also occupied by a number of existing residential buildings; Marriotts Close and Tyrell Way and includes a multi storey building of 14 floors (Franklin House).

The most easterly area of the site has a number of existing commercial and residential buildings which are to be demolished to make way for blocks G4 and H3/4.

The area surrounding the application site contains a mixture of uses and building forms, but primarily residential. Hendon railway station is approximately 10 minutes' walk to the east.

#### **4. DESCRIPTION OF THE PROPOSED DEVELOPMENT**

This application seeks permission for 3 residential blocks (Block F (F1, F2, F3 and F4); G4 and H3/4), consisting of 6 buildings, with 298 residential units of mixed tenure; 1,245m<sup>2</sup> of commercial floor space along the Broadway and Broadway Place, which will help form the gateway into the site. This will also include a large area of Public Park 'The Green' that will connect the railway station, the Broadway and Broadway Place through to York Park and the Welsh Harp.

##### **Block G4**

The design for Block G4 has evolved around the parameters of the approved masterplan and hybrid application, the access and connectivity of this block is referenced to the existing properties along the Broadway and its relationship to the rest of the block already under construction.

Building G4 is located at the junction of the Broadway and Broadway Place and follows a line around the corner of Broadway down onto what is to be Broadway Place running towards the Welsh Harp. This block is to be 5 storey and will include a total of 16 intermediate units with commercial units at the ground floor level.

It also forms an edge to Broadway Place, which will be the most prominent public entrance into the development. The building connects with an adjacent existing building on the Broadway and as such seeks to repair the existing urban block and strengthen the relationship between the old properties on Broadway and the new development. The massing of the building is sympathetic to the scale of the Broadway but the design provides contrast and interplay between the old and new buildings on this corner of the Broadway.

### Block F

Block F has a prominent role within the approved masterplan as it forms the edges of three new streets and a frontage to the new park. This building reflects the approved parameters of the masterplan adding detail to the relationships with the streets, parks and courtyards.

Building F is located in the centre of the site and will include 101 intermediate/affordable units and 105 Private units in blocks that range from 2 to 8 storeys and include for undercroft parking. On the ground floor, at the south eastern corner of the block, there is to be a small office and welfare suite for BRAM (Barratt Residential Asset Management), a residential fitness suite and an office for the SSSI officer.

Communal entrances are clearly defined and have between 8 units and 12 units off one central corridor, via a communal staircase and lift, however some of the corridors are split with some units having access off the communal staircase via an external communal walkway.

The courtyard to Block F is split in half by two-storey 'townhouses' and enclosed to provide shared amenity to the residences only. Breaks in the building mass; although gated, allow views and light into the courtyard. The building references the new park area with three storey duplex units creating front doors and active frontages onto the new spaces provided.

### Block H3 and H4

Blocks H3 and H4 are also located on the Broadway/Broadway Place but form the eastern edge to the new public open space 'The Green'. This Block is located at the highest point of the site and varies in height from 4 floors to 12 floors, with views across the site towards the Welsh Harp and includes 76 private residential units.

The material of construction for the whole of the development is to be high quality brickwork including for simple fenestration and doorways within regular punctuated openings to the elevations.

All the properties have adequate private amenity space through the provision of balconies and terraces associated to each unit as such this complies with Council Policy.

## **5. CONSULTATIONS**



## 5.1 Public Consultation

5,905 local residents were consulted on the application by letter. The application was advertised in the local press on 01.01.2015 and site notices were put up on site on 22.12.2014. The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy.

### Number of Responses from Residents

17 responses objecting to the proposal were received from residents. No responses supporting the proposal were received.

### Comments from Residents

The objector comments are summarised as follows:

- *Development will have detrimental effect on Wildlife and SSSI*
- *Shortage for school places, doctors, dentists,*
- *lack of parking, traffic congestion,*
- *Thameslink very poor services, buses therefore overcrowded*
- *Not been consulted adequately*
- *Not enough of affordable housing, unfair to existing leaseholders, (7 signatories)*

### Response to Residents Comments:

In response to the comment that the development will have a detrimental effect on the SSSI, there are a range of mitigation works being implemented including extensive monitoring exercises that are being undertaken in the interests of the flora and fauna in the area and the continuous assessment of the existing environment and any possible effects that could occur with a development of this nature. Overall the mitigation works being introduced in the area are showing that there is little or no overall damage to the SSSI.

Shortage of school places, doctors and dental surgeries, the scheme of development has within it an agreement for the provision of a 2 form school, in addition there is to be a community centre which could house a dentists and doctor's surgery should a consultant wish to set up a practice, if the demand is present for such facilities.

In regard to the transport network, the scheme aims to improve the immediate road network on Broadway and provide some assistance with public transport subsidy, however the Thameslink Service is outside of the applicants control.

In relation to the comment that a resident had not been consulted adequately, as set out above, the application has been extensively publicised over and above the minimum statutory requirements.

In relation to affordable housing, this application contains 38.3% affordable housing within Phases 3b and 3c. Overall the redevelopment of West Hendon will deliver 20% affordable housing with viability reviews, in addition to offsite contributions, such as the Cool Oak Lane Bridge improvement and the proposed Silk Stream Bridge, as well as the highway works on

Broadway, the proposed school and community centre and the investment in mitigation measures and general environmental improvements being introduced as part of this scheme of development.

Issues in respect of leaseholders and the financial offers in relation to property purchases are not material in the assessment of this reserved matters application. The West Hendon development has been the subject of a recent Compulsory Purchase Order (CPO) inquiry which is the forum in which these issues have been discussed.

## **5.2 Statutory Consultations**

### Consultations Undertaken

The following list of statutory consultees were contacted in regard to this Reserved Matters Application, whilst no responses have been received for these consultees, any comments received before the committee meeting will be reported verbally.

Environment Agency	Barnet Residents Association
Canal and River Trust	The Barnet Society
Highway Agency	Clinical Commissioning Group
Affinity Water Ltd	Welsh Harp Environmental Education Centre
Transco	Princes Park Football Club
English Heritage – Archaeology	Brent Sports Council
RSPB London Office	Training Ship Broadsword
West Hendon Residents Association	Welsh Harp Sailing Association
Phoenix Canoe Club	

### Consultation Responses Received

TfL - commented on 27 February 2015 - having reviewed the documents submitted for this reserved matter application, have the following comments:

With reference to the cycle parking standards described in the Further Alterations to London Plan (FALP), which is to be published imminently, a total of 511 residential cycle parking spaces would be required, plus a further 7 visitors spaces. TfL requests that the applicant to meet this standards where possible. TfL also notes that the current proposed provision of 267 parking spaces falls well short of the latest FALP standards. In addition, cycle parking should also be provided to the proposed commercial space in accordance to the FALP standards. All cycle parking spaces should be covered and secured. Shower and changing facilities should also be provided for the commercial space.

TfL is satisfied with the proposed provision of electric vehicle charging points (EVCP) and disabled parking spaces on site.

In summary, TfL requests that cycle parking be enhanced with reference to the FALP standards ensuring its policy compliance and encourage cycle use in the area.

Brent Council – commented on the 12 January 2015 and Objected to the application on the basis of their previous objections to the hybrid application H/01054/13. The objection is outlined below:

“Objection to proposed development of West Hendon Estate, NW9

We are writing to raise a collective objection to the proposed development of the West Hendon Estate in light of the second phase of consultation (Application No: 13/0938, filed on 2nd April 2013).

We have serious concerns that the height and density of the proposed development will have a devastating impact in the Welsh Harp’s rare ecology including the extensive areas of marshland that have earned the area the status of Site of Special Scientific Interest (SSSI). The Welsh Harp is the only SSSI in Barnet or Brent and we believe that the maintenance of this status must be a primary consideration when considering any planning application in the area.

We are also concerned that the local infrastructure is not designed to cope with such a large influx of residents and the substantial volume of extra traffic could bring the very narrow and picturesque Cool Oak Lane to a daily standstill.

Brent Council planning officers have also identified issues around local parking capacity, adaption of bus lanes and the negative impact that such a large volume of additional foot traffic across a second footbridge would have on both the wildlife and public realm maintenance.

Therefore, due to the multiple detrimental effects that the proposed development would have on both local residents and rare wildlife, we continue to strongly object to the application.

Please take our objections into careful consideration during the deliberative process as part of your final determination.”

The letter was signed by 10 Brent Council Members.

London Fire and Emergency Planning Authority - commented on 19 January 2015 - that they had no objections to the application provided that the proposals for fire fighting access are subject to Part B5 of the building regulations; they also advise that sprinkler systems should be considered for the development.

National Grid - commented on 8 January 2015 - that they had no objections to the application.

Thames Water Development Control – commented on 23 December 2014 that the reserved matters application does not affect Thames Water and as such they had no objections.

Natural England – responded on 13 March 2015 and commented on the application stating that they welcomed the use of green roofs in the development but would suggest the avoidance of sedum matting as it has little biodiversity value. A better and much preferred solution is to consider the use of bespoke solutions based on the needs of the wildlife specific to the site and adjacent area.

London Wildlife Trust – commented on 19 January 2015 - We note the inclusion of bat and bird boxes for swift, house sparrow and black redstarts. However we believe this phase

should also include house martin nests in order to mitigate the loss of part of the house martin colony on the Broadway. The building on the corner of Station Road will be demolished and currently houses part of one of the largest house martin colonies in London. At least the equivalent number of house martin nests should be installed on a suitable part of the development in advance of the demolition of this building.

The office accommodation allocated for the SSSI warden appears to be satisfactory although until the details of the role are finalised it is difficult to be certain of what will be required

Welsh Harp Conservation Group – commented on 19th January 2015;

They have concerns for the Northern Reservoir as it is of significance to wildfowl throughout the year. This is a vital refuge for birds in the spring and early summer. Also vital refuge for disturbed birds from the main reservoir at all times of the year. It is therefore very important that the northern end of the reservoir is left undisturbed. There are narrow strips of willows along the SSSI that assist in reducing disturbance, the boundary between the new development and the SSSI is formed by this willow screen, as such it should be retained as it is of great importance in minimising disturbance. The earlier proposal for this development showed swales and additional planting which would help minimise disturbance Can it be confirmed that these features are still to be part of the design.

The following points are of importance to the buffer design:

- The willows should be managed and maintained to form a thick buffer of adequate height.
- A sturdy fence of sufficient height to keep people out should mark the boundary and prevent incursion by domestic animals
- Additional planting and features such as swales should be placed on the estate side of the boundary, Planting should take into account both screening and the needs of nesting birds on the estate.
- Appropriate species for planting next to a wetland should be used. It is not possible to comment on the species list in the attachments as they are illegible.
- Any public viewing structures should be placed sufficiently back from the boundary fence to minimise disturbance.

#### *Bird and Bat Nest Boxes*

At several stages in the consultation process mention has been made of the House Martin Colony nesting on the corner of Broadway and Station Road. These birds depend on the reservoir extensively as a feeding area. This is one of the largest colonies in London and will be partly destroyed during future development phases. Alternative nest boxes should be provided and put in place 2 – 3 years before the planned demolition. These were not mentioned in the bird and bat box documentation.

### **5.3 Internal Consultations**

#### Consultations Undertaken

Highways and Transportation

Street Lighting  
Refuse  
Environmental Health  
Barnet Regeneration

### Consultation Responses Received

Barnet Regeneration Service: The Regeneration section made comment on the application stating that they supported the scheme as submitted.

Traffic & Development: Commented on 23 January 2015;

Parking Provision:

The parking provision for Phase 3b and 3c equates to 0.92 for this reserved matters application and when combined with Phase 3a provides an overall parking provision of 0.86. The level of car parking provision is in accordance with the overall development parking strategy and meets the minimum standards of 0.8 across the development.

Cycle Provision

A total of 267 secure covered cycle parking spaces within the undercroft/basement of Blocks F and G area proposed. The Revised Early Minor Alterations to the London Plan dated October 2013, state 1 space per 1 or 2 bedroom units, with 2 spaces for 3+ bedroom units. A further space 1 space per 40 units per visitors is required. This totals 351 cycle spaces, although provision is less than the London Plan it is considered acceptable.

Refuse Collection and Recycling Arrangement:

The applicant has confirmed that bins located in underground parking enclosures and outside the guidance collection distances are to be presented at agreed collection points. Swept path analysis has been undertaken to ensure refuse vehicles can collect from the appropriate locations.

The application details are acceptable on highways grounds.

There is one conditional requirement:

*Notwithstanding the plans submitted, before development commences, details of the headroom clearances along the ramp and within the car park area shall be submitted to and approved in writing by the Local Planning Authority. The development shall not be carried out nor shall it be subsequently operated otherwise than in accordance with the approved details.*

*Reason: In the interests of highway safety in accordance with London Borough of Barnet's Local Plan Policy CS9 of Core Strategy (Adopted) September 2012 and Policy DM17 of Development Management Policies (Adopted) September 2012.*

## **6. PLANNING CONSIDERATIONS**

### **6.1 Vision for the Scheme of Development**

Phase 3 of the regeneration scheme is seen as one of the most critical elements of the overall scheme as it is to produce the majority of the buildings in the central element of the scheme and will link the Broadway to the Welsh harp and the railway station. This will help to secure the regeneration of the West Hendon Estate by providing better connectivity to a number of aspects of the scheme development.

This will be instrumental in transforming the existing estate of poor quality buildings and disconnected external spaces into a thriving and cohesive neighbourhood. The Applicant's DAS identifies three aims to drive this vision:

- Make an enjoyable place to live – with improved public parks, play space and community facilities and new routes linking to the existing public open space and streets around the site. The new community will support and sustain the local businesses on the Broadway and in turn build a vibrant and sustainable community;
- Re-establish connections – including a clear visual connection through the site to the Welsh Harp. In addition the sites proximity to existing and improved transport infrastructure supports the principle for a high density community;
- Create a distinct part of London – the proposed new homes, open space and facilities will transform the existing estate providing a distinct character related to its natural and urban setting adjacent to the Welsh Harp.

The application details secure these concepts through the design guidance, development specification and parameter plans as approved as part of the Hybrid application, with further articulation of the vision, concept and Masterplan set out within the Design and Access Statement.

## **6.2 Principle of the Development**

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

## **6.3 Design Guidance**

The Design and Access Statement (DAS) sets out the design and access principles for the development. It also sets out the key urban and landscape design principles that have been established through the West Hendon illustrative Masterplan, together with the design evolution that has taken place since the previous iteration of the site proposals as consented.

The details of the application underpin the parameter plans; relating to the outline elements of the scheme and identifies further description of the detailed element of the scheme within Phase 3a by incorporating elements from this to help to stitch together the mixed urban form of the old Broadway and new development.

The development specification and parameter plans as approved are supplemented by Urban Design Guidelines these are designed to provide clear principles and best practice to be incorporated into all future development.

They are intended to be flexible and subject to change during the life of the development, taking into account lessons learnt and required changes. The Urban Design Guidelines have been updated since the initial hybrid application following review by officers this current proposal for Phases 3b and 3c has been found to be acceptable in the light of these changes.

#### **6.4 Urban Design, Character and Appearance**

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

The DAS for Phase 3b and 3c highlighted the issues taken into consideration with the development of the scheme design, these included:

- **Community:** *Phasing and decanting to manage the regeneration of the West Hendon Estate for the existing community.*
- **Enhancing links:** *Reinforce and enhance the route between the Station and the Welsh Harp and redefine the sequence of spaces along this route.*
- **Integrating with the Broadway:** *Retain the majority of the Broadway to minimise the cost and disruption of the CPO process and to retain the commercial and social continuity.*
- **Welsh Harp:** *Set back from the Welsh Harp to respect this edge and to create a new public park. Optimise the number of homes with an aspect towards the Welsh Harp.*
- **Creating places:** *Allow buildings to form edges to streets and spaces to create a set of diverse places rather than compete for attention.*
- **Forming streets:** *Restore the street pattern on the West Hendon Estate to make it part of the continuous fabric of the City with buildings and entrances facing onto the streets to provide natural surveillance and activation.*
- **providing homes:** *Provide high quality homes with private amenity space and secure shared courtyards with play spaces.*
- **landscape:** *Enable increased access to green spaces by connecting the neighbourhood with the West Hendon playing fields with a new bridge and providing new parks as an integral part of the scheme.*
- **Identity:** *Create a distinctive place with a clear sense of orientation and address.*
- **Coherence:** *Suggest a consistent architectural language with variations on a theme to create visual richness whilst maintaining a coherent sense of place.*

London Plan policy 7.1 *Building London's 'Neighbourhoods and Communities'* sets out a series of overarching design principles for development in London. It recommends that development is designed to contribute to people's sense of place and enhance the character, legibility, permeability and accessibility of the neighbourhood.

Local Plan policy DM01 highlights that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides attractive streets and respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.

Local Plan Policy CS5 states that West Hendon is a location where tall buildings may be appropriate and in this instance tall buildings have been accepted as a part of this regeneration project with a number of tall blocks being included one of which is within Phase 3c which is a 12 storey block proposed as part of Block H3 and H4.

In the light of the aspects taken into consideration within the architects DAS, it is clear that the scheme of design, from the early strategic proposal of opening up the Broadway to the Welsh Harp, has developed significantly, taking on board comments raised with officers and discussions that have taken place in regard to townscape, massing, design and orientation of the development.

The existing Broadway has been retained and integrated into the scheme and a robust public realm strategy has been developed which integrates the new development into the existing built context. The scheme engages positively with the Welsh Harp, opening up a new route along the edge of this natural asset and providing a new neighbourhood park at 'the Green', as well as linking in with existing open spaces in the surrounding area.

The residential accommodation proposed for Phase 3 contained within the masterplan is to be incorporated within Phase 3b and 3c, by delivering a viable scheme incorporating the need to provide suitable housing for decanting secure tenants. All the accommodation is designed to Lifetime Homes requirements and complies with the Mayor's Housing Design Guide.

There will be a minimum provision for 10% adaptable accessible units spread across all tenures and unit sizes. The residential mix with Phase 3b and 3c is 61.7% private (market) and 38.3% affordable (shared ownership and social rent). All secure tenants are to be relocated within the scheme of redevelopment and will be re-housed on the site. The proposed scheme will provide 298 new residential units.

The Urban Design Guidelines are structured as follows:

- **Site wide Principles**

This sets out principles to be achieved across the site in order to achieve the characteristics as identified within the illustrative Masterplan. This incorporates site wide principles for layout and street hierarchies, building form, interface of buildings with the public realm, roof detailing, materials, car and cycle car parking, bridge design, environmental considerations, security and inclusive design.

- **Streets and Spaces**

This section sets out specific design guidelines for each individual street and space identified within the illustrative Masterplan. This includes character principles, building elevations and interface between buildings and the street.

- **Tall Buildings**

This section sets out the main architectural principles that must be incorporated within the four tall buildings identified along the edge of the reservoir. This includes



principles for the placement, orientation, form, facade, detailing, public realm interface and environmental considerations.

- **Courtyards**

This section addressed how residential courtyards should be configured, including principles, typologies, accessibility, play space, materials, furniture and lighting and vegetation.

- **Landscape and Public Realm**

This section provides guidance on the creation of public spaces, in particular York Park, Broadway Place and the Green, together with further guidance as to how landscape and public realm detailing should take place within the streetscape. This includes details of likely planting palettes, and play provision principles.

The main urban design principles established in the proposed development are set out below and are supported with CGIs which are included with the scheme submission which shows the proposed development; including the various towers, in the context of the surrounding area and the overall scheme.

## **6.5 Height, Bulk, Scale and Massing**

In respect of building heights, Phase 3b and 3c reflect the previous Hybrid approval and propose a 12 storey building with lower blocks of between 2 and 6 storeys. This produces a certain level of uniformity in building heights with building heights increasing as the developed area approaches the Welsh Harp at which point there is to be the first 26 storey block, which now forms part of Phase 3A as a result of it being brought forward into Phase 3a from Phase 3c.

It is clear from the details submitted and the CGI's provided that the proposed development does introduce taller, more dominant blocks of buildings into the townscape of West Hendon Estate, the former buildings being only 4 storey and the proposed blocks within Phase 3b and 3c being between 2 to 12 storey.

In addition due to the blocks enclosing quite large amenity spaces, they appear to be more bulky and are more imposing on the street scene, however the 'current' design incorporates a number of features which help to reduce the appearance, mass and height of the buildings.

The introduction of vertical seams of recessed brickwork, parapets and balconies help to reduce the massing of the building by splitting up elements of the elevation design.

In addition the change in texture of brickwork from the lower floors up to the second floor breaks up the apparent height of the building and helps to 'anchor' the structure onto the site.

The buildings follow the massing principles approved in the outline masterplan with higher elements running north to south and lower blocks east to west. This allows for good daylight levels throughout the site and within the courtyards and emphasises the 'grain' across the site.

The higher elements running north to south also correspond with the street hierarchy, in this instance, recognising the importance of East Street and West Street. The change of the

building heights breaks the length of the façade along West Street. The double height spaces at entrances and access points to the courtyard announce the entry points along West Street and East Street, and provide sheltered entrances within the building footprint.

The restrained detailing of projecting metalwork balconies set against the masonry facade with its deep window reveals have all been designed to cast strong shadow lines in direct sunlight which will emphasise the modelling of the façade and give light and shade to the buildings appearance.

The buildings have a simple palette of materials; predominantly brick with simple brick facades punctuated by the rhythm of the deep window reveals and attached balconies.

There are just three types of openings to the elevations: the tall and narrow slotted windows, the bedroom size windows and the large sliding doors that open to the balconies.

In general, the reveals against the floor to ceiling slot windows are lined with a white glazed brick on one side. On the two lower levels of the buildings the windows do not follow the alignment of the upper floor in order to express the different apartment typologies (duplex) and articulate the facade at street level.

There are three sizes of balconies that relate to the 1, 2 and 3 bed apartments. To balance the level of privacy and to maximise views out (to the park, street and courtyard) the balconies are part solid and part open.

## **6.6 Density**

During the consideration of the original Hybrid application, it was clear that the size of the site was not the area to assess in density terms as areas of it were not being developed and certain parts were. It was concluded that the area should more reflect the built area and brownfield boundary.

London Plan policy 3.4 seeks to optimise the housing potential of sites and references the density matrix contained in Table 3.2 set out below. This provides a guide to appropriate density ranges for particular locations, depending on Public Transport Accessibility Level (PTAL) and setting.

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

It was considered with the Hybrid application that an accurate interpretation of ‘Net Density’ would include only area ‘A’ on the Density Plan shown at Appendix 5, which shows a site area of 9.5 Ha which would result in a Density of 210 u/ha.

West Hendon has a PTAL scope of 2-3. As confirmed within the London Plan density of up to 170 u/ha and is considered acceptable in such locations.

Saved UDP Policy C1(a) allocates the site for “high density housing”. The Local Plan Core Strategy also identifies the delivery of “2,200 new homes” at West Hendon, identified as a priority housing estate within Policy CS3. Policy CS5 notes that West Hendon is a location where tall buildings may also be appropriate.

The Hybrid application site boundary as originally submitted included for 12.99ha (including the West Hendon Broadway, Station Approach, and zones for the pedestrian bridges) this equated to a gross density of 157u/ha.

The original submission noted that both gross and net densities would need to be adjusted to take into account the following:-

- Ramsey Close was not being demolished and the 34 units will remain
- West Hendon Broadway Units (c.35)
- Phase 1 had already been completed to comprise 8 units
- Phase 2 had already been completed to comprise 186 units
- The current Masterplan proposed in excess of 2,000 units in addition to this.
- A total of 2,263 units were therefore proposed at West Hendon

As such the original density calculation concluded (which included for the Pilot Phase and Lakeside):-

- Gross residential density = 2,263 units / 15.19ha = 148u/ha
- Net residential density = 2,263 units / 12.78ha = 177u/ha

The Applicant's planning statement provides an analysis of development density for the two phases currently being considered; taking into consideration the consented scheme and the proposed scheme.

The Applicant identifies a "net" site area to include parts A, C and D on the Density Plan at Appendix 5.

This excludes the A5 and Station Approach and equates to 12.78 ha. This it notes would result in proposals generating a net residential density of 170 u/ha.

It is noted that the density which was approved for the whole of the regeneration scheme as part of the original hybrid permission was set at 210dph and the current application for reserved matters does not exceed this density.

### **6.7 Layout**

The internal and external layout of the estate reflects the Hybrid concept and parameter plans forming part of the original approval. The north south connectivity is evolving with the start of East Street connecting to Perryfield Way and the start of West Street with Phase 3a and part of Phase 3b and 3c. There is also the improved connectivity with the railway station and the Welsh Harp through the introduction of Broadway Place and the Green.

These two sub Phases of Phase 3, propose 6 blocks of residential cores, accessed at ground floor levels from the surrounding streets, with lifts and stairwells providing access to the flats from internalised corridors.

Parking is to be located primarily within undercroft parking areas with some limited parking on street, access points to undercroft parking are to be taken directly from the new roads to be formed.

There are to be a number of commercial units located at the junction of Broadway Place and Broadway, providing approximately 1,245m<sup>2</sup>, this is in conformity with the original parameter plans and vision for the site, which identifies that approximately 1,600m<sup>2</sup> of commercial floor space is to be incorporated into the whole of the regeneration scheme, with Phase 3b and 3c having the majority of the commercial space.

The 'Green' is to be the first significant area of public open space within the scheme of regeneration for West Hendon estate and is to provide a link from the railway station to Broadway and through to the Welsh harp.

### **6.8 Street Network**

There are currently limited clear through routes into the site from surrounding areas with poor existing connections to the north or west. There are no direct pedestrian linkages to the north providing access to leisure opportunities such as West Hendon Playing fields and the Welsh Harp, with access from the south via Cool Oak Lane limited for pedestrians and cyclists across the current bridge.

The redevelopment proposals, seek to improve visual and physical connections through the site that are reflective of the traditional Victorian street pattern that previously existed on the

site. A primary aim is to improve connections between the Broadway and York Park, together with north south linkages improving accessibility to surrounding recreation facilities.

In addition the Perryfield Way gyratory is proposed to be removed, assisting in improving the environment for pedestrians within the application site and providing a more logical vehicular network around the Broadway, it should be noted that whilst some works are to take place with the gyratory and East Street formation, the gyratory will not be removed with Phase 3b and 3c.

The current proposals for Phases 3b and 3c, seek to significantly improve pedestrian routes through the site. A main pedestrian route is proposed to connect Welsh Harp and York Park with the Broadway and Hendon Railway station via Station Road. This is defined within the scheme through the proposed Broadway Place and The Green open space and is intended to link in the longer term with a circular pedestrian route around the Brent Reservoir via the proposed pedestrian footbridges across Silk Stream and adjacent to the existing Cool Oak Lane bridge.

Within the proposed scheme two main streets are identified running in a north-south alignment parallel to the Welsh Harp and Broadway. These form part of this current application and Phase 3a (which is currently under construction):

- East Street – proposed as a formal straight street parallel to the Broadway. The northern end of East Street is completed by a public space serving the community centre;
- West Street – a shared surface street running parallel to York Park, intended to include varying widths and including small pockets of landscape and spaces with trees to be incorporated into the public realm.

A fundamental component of the wider scheme of development for the estate regeneration is a number of highway improvements (as outlined below) these will eventually involve the removal of the Perryfields Way gyratory system which is a significant obstacle to pedestrian and vehicular movement and will facilitate residential development to the rear of the Broadway.

The Development Specification for the wider scheme of development highlights the following public realm improvements to the strategic road network as part of the wider proposals:

- Footway improvements along Station Road addressing current lack of crossing points;
- Footway improvements to West Hendon Broadway;
- Bus stop improvements;
- Widening of Station Road;
- Removal of bus lanes and Highway improvements to A5;
- Provision of two new, and two improved pedestrian crossings to the A5;
- Comprehensive streetscape improvements to Station Road and the Broadway.

As mentioned previously some alterations to Perryfields Way are included with this application, but this does not facilitate the complete removal of the gyratory at this stage.

This current proposal merely includes some minor alterations to Perryfield Way to provide part of East Street.

### **6.9 Housing Quality**

The scheme of regeneration retains the philosophy and vision of a high quality built environment, through the inclusion of high performance building materials, high quality housing design reflecting and supporting the needs of future occupiers and the community and it is part of the 'sustainable development' imperative of the NPPF.

It is also a relevant consideration in Barnet Core Strategy Policies CSNPPF, CS1, CS4, and CS5 Development Management DPD policies DM01, DM02 and DM03 as well as the Barnet Sustainable Design and Construction SPD and Residential Design Guidance SPD.

The proposed development incorporates national standards for unit sizes, private open space for each unit of accommodation and ensures access for all and equality in its conception and current design.

Parking standards are maintained in compliance with Council policy and TFL requirements and pedestrian and cycle movement is catered for, including cycle storage and security.

### **6.10 Energy, Sustainability and Resources**

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

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

Residential developments are required to achieve a reduction in carbon dioxide emissions. Policy 5.3 of the London Plan goes on to set out the sustainable design and construction measures required in developments. Proposals should achieve the highest standards of sustainable design and construction and demonstrate that sustainable design standards are integral to the proposal, including its construction and operation.

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

In terms of sustainability and energy efficiency, the proposed redevelopment would make efficient use of brownfield land, would improve and promote public transport accessibility and create a mixed and balanced community.

The development has been designed to minimise its impact on the environment with an emphasis on using less energy. All of the dwellings will be built to Code for Sustainable Homes Level 4 and the development would deliver a carbon saving of 36% through efficient building design; the installation of a District Heating Network fuelled by CHP and the

installation of solar photovoltaic panels at the most efficient locations within the development which will all add to the carbon savings for the site.

The scheme also incorporates facilities for electric vehicle charging which is part of the energy conservation philosophy.

### **6.11 Landscaping and Biodiversity**

The existing habitat within the larger site boundary for the whole regeneration scheme includes amenity grassland, mature trees, residential gardens and ornamental shrubberies. The Brent Reservoir Site of Specific Scientific Interest (SSSI) (also known as the 'Welsh Harp') lies immediately adjacent to the western boundary of the site and is noted primarily for its breeding and wintering bird interest.

It has been identified and agreed with Natural England that in order to minimise and monitor the impacts on the SSSI and its features the developer is to undertake mitigation works and monitoring to manage the impacts of noisy demolition and construction activities. This will be supplemented with the installation of artificial nest islands and other habitat enhancements. The impact of increased recreational activity will be managed through habitat management and monitoring by way of the Ecological Management Framework but working in conjunction with an onsite warden funded through S106 contributions.

The installation of bat boxes, bird boxes, green and brown roofs and other ecological enhancements are promoted within Phase 3b and 3c to enhance biodiversity and the green corridors between the site and the Brent Reservoir and York Park. Demolition of buildings will be undertaken outside the breeding season to ensure that the nests, eggs and young are not disturbed and the requirements of the Wildlife and Countryside Act are met.

Within the site boundary for Phase 3b and 3c there are no trees worthy of retention and as such the landscaping scheme proposed for these two phases is to start from a completely new perspective having regard to the slopes of the site the open areas identified for recreation and leisure activities and the built form of the development.

Landscaping proposals are to be integrated into the development at the outset and as such the scheme promotes a philosophy of defining a clear 'urban-nature' character based upon a new and existing situation. This is a principal theme in the landscape design and will create a seamless integration between the various phases of development with the current Phase 3a creating the starting point.

There are interim works required as development progresses and this has been accommodated into the landscape design and forms part of the Landscape Management plan for the whole estate.

## **7. STATEMENT OF COMPLIANCE**

### **7.1 Development Standards**

Outlined below, within Table 3.5 are the standards to which the scheme of regeneration for Phase 3b and 3c has been developed. The standards are developed from various codes of

'Best Practice' including Codes for Sustainable Homes, BREEAM Standards, Codes for efficient homes and a number of others concerned with sustainability, energy efficiency, construction and best practice.

**Table 3.5: Environmental Development Standards**

EDS ref.	Planning Condition	Standards
1	None	Use of sustainable, energy efficient building techniques to reduce CO2 emissions;
2	None	Adopt the 'energy hierarchy' approach to delivering a 'lean', 'clean' and 'green' energy solution as encouraged by the London Plan 2011 policy 5.2 and LBB Local Plan 2012 policy CS13.
3	None	Building Regulations 2010 Part L1a and L2a
4	14	Mandatory Energy (Ene 1) criteria that meets requirements for Code level 4
5	None	Comply with the London Plan 2011 policy 5.6 with the inclusion of a community heating network supplied from an Energy Centre containing gas-fired CHP serving the whole site.
6	14	Code for Sustainable Homes level 4 (Nov 2010)
7	15	BREEAM New Construction 2011 'Very Good' for all non-domestic buildings (except possibly Block G retail which may be too small to assess)
8	13	Lifetime Homes for all residential units
9	None	Register on the Considerate Constructors Scheme (CCS)
10	100 and 103	Internal acoustic performance where airborne sound values are 5dB higher and impact sound 5dB lower than Part E
11	None	Water consumption to be <105 litres/head/day (based on the Code for Sustainable Homes Water Calculator)
12	36	Provide a Site Waste Management Plan
13	None	Achieve an aggregate score >60%, and in compliance with minimum acceptable standards, in the Housing Quality Indicators (April 2008)
14	None	Achieve a maximum residential car parking ratio of 0.8 spaces to 1 residential unit consistent across all phases including 0.1 space per unit designed for impaired access
15	None	Residential cycle parking in line with 2013 TfL standards
16	67	Commercial car parking 65 parking spaces
17	None	Motorcycle spacing at 20% of parking spaces
18	99	Air pollutant concentrations will be compared with the air quality objectives prescribed within Air Quality (England) Regulations 2000 [SI 2000 No. 928.] and Air Quality (England) (Amendment) Regulations 2002 [SI 2002 No. 3043.]. Where residents are introduced into an area where air pollutant concentrations exceed air quality objectives, mitigation measures will be employed in order to minimise human exposure. This could involve, for example, altering the internal building design and introducing mechanical ventilation that draws in air from locations where there is compliance with objectives.
20	None	The suitability of the site for residential development will be assessed in accordance with the principles in the National Planning Policy Framework (2012). Where feasible and appropriate the guideline levels contained within the World Health Organisation 'Guidelines for Community Noise' 1999 will be followed for outdoor spaces.



21	103 and Informative 9	Internal noise levels within residential units will meet the 'good' standard in Table 5 of BS 8233 (BS 8233, 1999; Sound insulation and noise reduction for buildings. Code of Practice), or an equivalent contemporaneous standard, wherever practicable, and will meet the 'good' standard throughout.
22		The predictions of road traffic noise will be undertaken in accordance with the Calculation of Road Traffic Noise (1988) and the additional guidance contained within DMRB HD213/11 (2011 November edition) "Noise and Vibration".
23	34	Potential noise impacts to new noise-sensitive buildings will be addressed through design of the external building fabric of each to achieve suitable internal noise standards. The prevailing standards will be applied, at detailed design, which are for schools - Building Bulletin 93, Acoustic Design of Schools, "A Design Guide", Department for Education and Skills; and Acoustic Performance Standards for the Priority School Building Programme, Education Funding Agency. This document should be used in place of Section 1 of the Second Edition of Building Bulletin 93 (BB93), published in 2003 as the acoustic performance standards for the Priority Schools Building Programme (PSBP).
24	100 and 102 and Informative 9	The potential noise impact of permanent plant on nearby noise sensitive properties will be addressed using the criteria in British Standard 4142: 1997 (BS 4142:1997 Method for rating industrial noise affecting mixed residential and industrial areas) to achieve a zero noise rating.
25	8	The assessment of construction-related impacts should follow the guidance provided by British Standard 5228 (BS5228) 'Noise and Vibration Control on Construction and Open Sites' (2009).
26	16	Table 3.3 London Plan Minimum Unit Size
27	17(in part)	section 2.19 of the DG Inclusive Design 11.2 Parameter Plan Compliance 11.3 Areas of Non-Compliance 11.4 Conclusion

These standards have been incorporated into the scheme design wherever possible and equally important, the scheme design has also made reference to the Parameter Plans forming part of the original 'Hybrid' approval, the parameter plans are outlined below and comment on the applications conformity with them is also included:

### **Parameter Plan 001: Hybrid Application Area**

This plan defines that part of the site that will be subject to an outline planning permission and that part of the site subject to a detailed planning permission within the planning application boundary.

Regard should also be paid to the fact that there has been a subsequent variation on the Phasing approved under H/03991/14, which is discussed within Section 1.2 and section 5 Background to the Application and Section 13: Phasing and Decant.

The details submitted and the boundary of Phases 3b and 3c are generally compliant with the original approval, however, there is one issue with the location of the East Street access road which is discussed within the Parameter Plan 009 below.

Following the consideration of the issues with Parameter Plan 009, it is considered that there is little or no conflict with the Parameter Plan 001.

### **Parameter Plan 002: Buildings to be Demolished**

This plan identifies the existing buildings which are proposed to be demolished during the life of the development.

These are shown within Section 3: Description of Site and Surroundings – Page 8 to this report.

The properties to be demolished as part of this application are:

- Marriotts Close,
- Nos 1 – 32 Tyrrell Way,
- Franklin House and
- 181 – 197 The Broadway.

All the properties mentioned above are contained within the Parameter Plan and identified for demolition; the application is therefore in conformity with the parameter plan.

### **Parameter Plan 003: Development Area**

This plan shows the proposed building lines for the development along key elevations. The plan reflects the illustrative Masterplan and seeks to identify potential areas for flexibility. It reflects the constraints of the site, influenced by daylight, sunlight, overshadowing, ecology, SSSI boundary, and existing buildings along the Broadway. An ancillary development zone beyond the red line is proposed to accommodate balconies and canopies but only in locations where this is appropriate given the above constraints.

The parameters allow the proposed building lines to move within the development blocks albeit the limit of deviation beyond this is restricted by the red line and the minimum dimension between buildings at specific locations.

The two phases forming this current submission utilize the boundary as defined by the hybrid application and Masterplan for the estate albeit that there have been some variations in which blocks are to be developed as part of Phase 3.

### Siting of Block H3 and H4

The siting of Blocks H3 and H4 sit marginally outside the development area Parameter Plan which defines the location of buildings approved under the outline approval.

The proposed building frontage sits beyond the maximum extent of developed area by approximately 0.9m which results in Block H3/H4 being 18.4m from Block G1/G2, instead of 19.4m.

This has resulted due to an error in the location of Perryfield Way and as such the building had to be moved slightly to avoid conflict with the road. Within the scheme of things the .9m movement of the block will not be seen as significant and as there are no other issues arising from this the movement of the block is considered to be acceptable.

The scheme for Phase 3b and 3c is however overall in conformity with the boundaries as identified within the Parameter Plan.

### **Parameter Plan 004: Building Heights (Maximum and Minimum AOD)**

This plan shows the maximum building heights that would be permitted within different parts of the development. The maximum heights range from 48.15m AOD adjacent to Ramsey Close (part of the school building) to the tall building in Block D at 143.55m AOD. The minimum heights have been considered through design analysis as to the likely possible reduction in height without compromising the design ethos of the site.

Within these two phases of development, the maximum height of block H3 is set at 84.07m.

However, with the current design there is a minor overrun on the plant enclosure for the lifts on Block H3, which results in an increase in height of 1.5m for the Lift shaft and plant and machinery associated to this. Taking into account that the building will be 87.40 metres high when completed, and that the lift shaft is within the centre of the building with parapet walls running around the outside of the building, the increase in height is considered to be insignificant as it would only be viewed from afar and the visual impact would be negligible.

In consequence the small increase on a very limited part of the building is considered to be acceptable and there are no other conflicts with Parameter Plan 004.

#### **Parameter Plan 005: Open Space**

This plan identifies the proposed zones for public open space; private/semi private open space; and illustrative courtyard zones. The total quantum of public amenity space proposed on site equates to approximately 1.6ha comprised of York Park (1.2ha), The Green (0.2ha) and the Square (0.1ha). Illustrative courtyards, these equate to 1.2ha of amenity space.

The total amount of private amenity area provided with the two Phases is 5,194m<sup>2</sup> in addition to this there are the areas associated to The Green and the revised York Park area.

#### **Parameter Plan 006: Ground Floor Frontage Usage**

This plan shows the land uses proposed at ground floor levels. It should be noted that owing to the slope of the site the ground floor level will change depending on the particular building frontage.

Residential uses are prominent across the majority of the site with commercial uses focused upon the Broadway. The scheme is in compliance with Parameter Plan 006 in that all entrances to residential blocks are from the ground floor level, basement car parking for the development has its access directly from street level and the commercial uses on Broadway have their main access and servicing at ground floor level.

The scheme for the two Phases is therefore compliant with this Parameter Plan.

#### **Parameter Plan 007: Typical Above Ground Frontage Usage**

The principal function of Parameter Plan 007 is to show the land uses proposed above ground floor.

In reference to the above ground uses within Phase 3b and 3c, all the uses above ground floor level are residential in nature, there are no commercial uses above first floor level, apart from a double storey ground floor retail unit within block H3/H4 which has its ceiling

level at first floor level, this is not considered to conflict with the parameter plan and therefore the scheme is in compliance with the Parameter Plan.

#### **Parameter Plan 008: Car Park Parameter**

This plan identifies areas within the site where it is proposed to excavate new basements for car parking purposes. The areas shown provide the maximum extent of these works.

The basement car parking areas included within Phase 3b and 3c are contained within Block F and Block G4, these are identified as being the correct locations for basement car parking and as such the scheme is compliant with the parameter plan.

#### **Parameter Plan 009: Strategic Phasing**

The strategic phasing plan illustrates the strategic approach to phased development at the application site. It includes development that has already commenced for Phase 1 and Phase 2 under outline planning permission W13987/04 dated 1st July 2008.

It was expected that there would be construction sub-phases contained within the Strategic Phases to which reserved matters would be submitted for these phases only, this is being controlled by planning condition.

As part of this control the hybrid planning permission comprising Phase 3 has been split into 3 phases. Phase 3a was in detail and included for Blocks G1 – 2 and Block E1, E3 and E4 it also included for the lower portion of Block E2.

Subsequent to the variations in the blocks to be included in the 3 phases, the quantum of development to be included within Phase 3a, 3b and 3c has changed to allow for earlier start on the complete block E2 and the complete Block F which are now incorporated within Phase 3a and 3b respectively.

Whilst this has changed some of the construction dates for the completion of phases it has not altered the overall numbers of properties being built or the final completion dates expected for the whole of Phase 3.

#### **Changes to Phase 3 Reserved Matters Boundary**

In addition to the above, Parameter Plan 009 indicated the boundaries within which the phases were to take place, however there is a slight overlap of the boundaries with Phases 4 and 5 due to the need to accommodate the estate road connection to the northwest of block F3 and the land between Block H3/H4 and Perryfield Way to enable servicing to the ground floor retail units.

Whilst this does not comply with the original Parameter Plan, it is not considered to cause any significant conflicts with the general phasing of the scheme or the ES originally submitted.

It is considered therefore that Phase 3a and 3b are acceptable in terms of the minor overlap of Strategic Phasing Plan boundaries and that there is no major conflict with the phasing plan and the scheme currently submitted.

#### **Parameter Plan 0010: Vehicular and Pedestrian Circulation**

This plan establishes the location of the strategic highway network, proposed vehicular and pedestrian access points and streets and proposed pedestrian only access points and streets. The two pedestrian bridges across the Silk stream and adjacent to Cool Oak Lane vehicular bridges are depicted as is the road network adjacent to the site (Garrick Road; Wilberforce Road; and Herbert Road) which are expected to benefit from traffic reduction owing to the proposed highway works to the A5.

At present the application indicates minor alterations to Perryfield Way to provide for a small part of East Street, which will eventually run parallel with The Broadway and West Street. This is shown as the first step towards the removal of Perryfield Way and the improvement in traffic circulation in the area, as such the details contained within the scheme are in compliance with the Parameter Plan 0010.

#### **Parameter Plan 0011: Silk Stream Bridge Alignment**

This plan sets the zone for the alignment of the Silk Stream Bridge. It sets the two landing zones either side of the Silk Stream at points which are considered appropriate to expected pedestrian movements and the need to access West Hendon playing fields. The plan has been produced in consultation with a range of stakeholders including Natural England, Canals and Rivers Trust and the Environment Agency.

This particular Parameter Plan has no significant implications for Phase 3b and 3c, the bridge and its alignment is to be part of a later phase of the development.

#### **Parameter Plan 0012: Silk Stream Bridge Levels**

This plan sets the maximum structural depth between finished deck level and the relationship of this to the 1:100 year plus climate change flooding level (+39.39m).

This particular Parameter Plan has no significant implications for Phase 3b and 3c, the bridge and its alignment is to be part of a later phase of the development.

#### **Parameter Plan 0013: Cool Oak Lane Bridge**

This plan denotes the alignment of the Cool Oak Lane Bridge. It demonstrates that the bridge is proposed to sit away from the listed structure of the existing Cool Oak Lane vehicular bridge and spans the Welsh Harp at an Illustrative clear width of 3m and Illustrative length of 50m.

These plans are to be read in conjunction with the Development Specification and Design Guidelines which seek to further describe the parameters and proposals, and provide further design principles to be embedded within future reserved matters planning applications.

This current application; whilst funding the bridge itself through the section 106 agreement attached to the Hybrid Planning Approval, does not include for the details of the bridge at this stage these details are to be produced at a later stage and submitted for a separate approval. The bridge will however have to be delivered before the occupation of the first unit of accommodation on Phase 3c.

## **8. SECURITY, SAFETY AND CRIME MITIGATION**

The points of access and entry to the various blocks, residential cores, provision of amenity areas, defensible separation between public and private areas as well as the design of the internal streets, reflects the development Standards and Parameter Plans as approved by the Hybrid application for the development.

The security and safety aspects of the two phases forming this current submission and earlier Phase 3a have involved input and advice from the Metropolitan Police Crime Prevention Design Advisor. In respect of the current application, Metropolitan Police have no objections to the scheme design and the various aspects of security and safety.

## 9. PHASING AND DECANT

Phasing for the whole of the scheme is tightly constrained by the residential decant requirements and need to rehouse secure tenants within the site. Parameter Plan 009 sets out the strategic approach to phasing of the site, based upon the decant strategy. This follows the completed development of the Pilot Phase (Phase 1) and Lakeside (Phase 2A).

This current Reserved Matters Application follows on from recent variations to Phase 3, which includes for a number of changes pertaining to which blocks are to be built with which Phase.

The variations recently approved, allows for the delivery of additional units at an earlier stage within Phase 3. There would however be no overall change to tenure or number of units within Phase 3.

Table 1 – Phase 3 below, outlines the overall breakdown of properties to be constructed within Phase 3 including the tenure.

Table 1 - Phase 3

	Socially Rented	Intermediate	Total Affordable (Socially Rented+ Intermediate)	Private
Phase 3	173	18	191	468
%	26%	3%	29%	71%

In summary of the changes accepted, Building E2 (a tall building approved in detail comprising ground + 26 storeys and 142 private units) is to be delivered within construction sub-phase 3a (2013-2015), whereas previously it was programmed to be delivered in construction sub-phase 3c (2015-2017).

As a result 361 units would be delivered within Phase 3a rather than 219.

Further to the above, part of the F Block comprising Buildings F1, F2, F3 and F4 (a ground + 4/5/6 storey building approved in outline comprising 118 mixed tenure units) is to be

delivered as part of construction sub-phase 3b (2014 – 2016), rather than under construction sub-phase 3c (2015-2017).

These changes result in the delivery of 205 units in Phase 3b rather than 87.

The bringing forward of these units to phases 3a and 3b from 3c results in 93 units being delivered in Phase 3c rather than 353.

The table below provides a comparative breakdown of the impact of the changes in phasing upon affordable and private units.

Current							Proposed						
Phase	Block	Open Market units	%	Affordable Housing Units	%	Total Units	Phase	Block	Open Market units	%	Affordable Housing Units	%	Total Units
Three A	G1/G2 E1/E3-4	145	66	74	34	219	Three A	G1-2/E1- E4	287	80	74	20	361
Three B	F5-6	46	53	41	47	87	Three B	F1-F4	106	52	99	48	205
Three C	E2/F1-F4 G3/H3-4	277	78	76	22	353	Three C	G4 H3-H4	75	81	18	19	93
Overall for Phase 3		468	71	191	29	659	Overall for Phase 3		468	71	191	29	659

As such Phase 3A now incorporates the whole of Block E2 as part of its construction phasing and Phase 3B now includes all of Block F1 to Block F4. This then leaves Block G4 and Blocks H3 and H4 remaining within Phase 3C. This results in 85% of the construct for Phase 3 within Phase 3A and 3B and the remaining 15% within Phase 3C.

Strategic phases have been refined according to the number of units required to support viability, number of units required for decant, number of parking spaces per phase required, number of units required relative to ‘triggers’ for infrastructure provision (in particular the highways network, footbridges and primary school).

The initial phases have been refined to enable the provision of the new linkage between West Hendon Broadway and York Park ensuring provision of on-site open space and connectivity through the site from an early stage.

This is an integral part of the two phases currently under consideration with this application.

An indication of the scheme phasing, as assessed within the original ES is provided as Table 5.3 of the Development Specification. This table estimates completion of the scheme by 2029, it should be noted however that the changes mentioned above may have an effect on the deliverability of some parts of Phase 3A and 3B within the time scales provided:

**Table 5.3 – Illustrative scheme phasing and construction years**

Phase	Sub-Phase	Date	First occupation assumed date	Approximate duration (to nearest year)
Phase 3		2013-2017	2015	5 years
	Phase 3A	2013- 2015		2 years
	Phase 3B	2014-2016		3 years
	Phase 3C	2015-2017		3 years
Phase 4		2016-2021	2016	6 years
Phase 5		2020-2026	2020	7 years
Phase 6		2022-2029	2022	8 years
Total				17 years

The phasing and decant strategy has responded to a range of constraints. The initial phase (3a) is constructed on currently available land (The Catalyst site north of York Park) and Perryfield Way Car Park), negating the requirement for demolition and enabling development and decant to proceed. Once the first blocks are completed; G1 and G2, tenants will be able to be decanted from the buildings to be demolished to enable the next phase of development.

## 10. AFFORDABLE HOUSING

The redevelopment of the whole estate will deliver 25% affordable housing (on a unit basis), comprising a minimum floorspace of 28,446m<sup>2</sup> and some 500 affordable units. Of this 43% will be social rented units, enabling the re-housing of all secure tenants on site, with the remainder to be intermediate /shared equity accommodation.

The current phases 3b and 3c are considered to comply with London Plan 3.12 in that within the overall scheme of regeneration, Phase 3b and 3c results in no-net loss in affordable housing floorspace.

The scheme will provide a total of 117 affordable housing units on site. This equates to approximately 38.3% of the total new dwellings proposed within Phase 3b and 3c. The affordable housing units would be provided as Intermediate or shared ownership units and social rented units comprising:



PROPOSED MIX - 61.7% PRIVATE AND 38.3% AFFORDABLE

1. Private Units

FLAT/HOUSE TYPE	NUMBER OF UNITS PROPOSED	Total NIA (sqm)	UNIT % OF MIX
1 Bed flat (1B2P)	64	3257	35.36%
2 Bed flat (2B3P/2B4P)	75	5200	41.44%
2 Bed duplex (2B4P)	11	965	6.08%
3 Bed flat (3B5P)	14	1274	7.73%
3 Bed duplex (3B5P)	17	1865	9.39%
<b>TOTAL</b>	<b>181</b>	<b>12561</b>	<b>100%</b>

2. Affordable Units

2a. Rented

1 Bed flat (1B2P)	16	843	16.33%
2 Bed flat (2B4P)	52	3886	53.06%
2 Bed duplex (2B4P)	18	1709	18.37%
3 Bed flat (3B5P)	10	890	10.20%
4 Bed flat (4B7P)	2	244	2.04%
<b>TOTAL</b>	<b>98</b>	<b>7572</b>	<b>100%</b>

2b. Intermediate

1 Bed flat (1B2P)	5	251	26.32%
2 Bed flat (2B3P)	4	272	21.05%
2 Bed duplex (2B4P)	8	713	42.11%
3 Bed flat (3B5P)	1	92	5.26%
3 Bed duplex (3B5P)	1	109	5.26%
<b>TOTAL</b>	<b>19</b>	<b>1232</b>	<b>100%</b>

298

3. Total Units (Private and Affordable)

1 Bed flat	85	4351	28.19%
2 Bed flat	131	9358	44.30%
2 Bed duplex	37	3387	12.42%
3 Bed flat	25	2256	8.72%
3 Bed duplex	18	1974	5.70%
4 Bed flat	2	244	0.67%

298

21570

100%

% of Private Mix

60.7%

Whilst the overall number of affordable housing units for Phase 3 falls a little short of the normal 40% at 38.3%, and as such does not meet the target set in Local Plan Policies CS4 and DM10, there are significant contributions with the whole scheme of regeneration for West Hendon estate which relates to a number of aspects within and outside of the site which help to benefit not only the new and existing residents of the estate but existing residents in the wider area.

One benefit is an increase in private tenure which will assist in transforming the area and reducing social inequalities in accordance with supporting paragraph 3.82 of the London Plan.

It is therefore considered that the proposed housing mix is responsive to the needs of existing tenants that would be rehoused as part of the regeneration scheme and will assist in making the proposed development attractive to people who wish to come and live in the area.

Other benefits incur improvements in open space quality, better landscaping for various areas of the estate, improved parking arrangements and the provision of new bridges at Cool Oak Lane and Silk Stream.

All these additional works are considered to mitigate any shortfall in the levels of affordable housing provision.

## **11. STANDARD OF ACCOMMODATION**

### **11.1 Design and Access Statement**

The DAS submitted with the planning application demonstrates how inclusive design principles and practices have been incorporated into the development proposals in accordance with Policy 3.5 of the London Plan *Quality and Design of Housing Developments* and Policy DM02 of LBB Development Plan - Development Management Policies: *Development Standards*.

All residential units have been designed in accordance with and comply with the London Housing Design Guide (LHDG) standards which outline minimum space standards for individual units, room sizes and amenity space provision.

### **11.2 Floorspace Standards**

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

The submitted plans demonstrate that all of the units meet or exceed the minimum standards and the individual dimensions and room sizes within the flats comply with the standards set out in Annex 1 of the London Housing SPG.

As such, all housing meets the minimum floorspace standards required.

### **11.3 Lifetime Homes Standards and Wheelchair Units**

Barnet Local Plan policy DM03 requires development proposals to meet the highest standards of accessible and inclusive design, whilst policy DM02 sets out further specific considerations. All units within the current two phases of development comply to Lifetime Homes standards including 10% wheelchair home compliance, as per London Plan policy 3.8.

It should be noted however that the outline planning consent only required a minimum of 10% of housing to be to Lifetime Homes standards and further required 10% of housing to be designed as accessible to wheelchair users. The proposed development is to have all residential units to lifetime Homes standard, with a minimum of 10% being wheelchair adaptable.

The designated wheelchair units are proposed to be distributed across all tenures of the scheme of development and at different floor levels to enable the greatest choice, size and positioning.

The DAS notes that this approach ensures that wheelchair users are considered without discrimination and that wheelchair standard units are not concentrated in any particular location.

#### 11.4 Dwelling Mix

The development specification submitted as part of the application sets out the following strategic housing mix:

**Table 5.2 – Strategic Housing Mix (Table 4.4 Development Specification)**

<b>Private</b>	
<b>Bed</b>	<b>Percentage Range</b>
1 bed	20% - 35%
2 bed	45% - 65%
3 bed	10% - 20%
4 bed	0% - 5%
<b>Intermediate</b>	
<b>Bed</b>	<b>Percentage range</b>
1 bed	27% - 55%
2 bed	30%-44%
3 bed	15% - 30%
4 bed	-
<b>Social rent</b>	
<b>Bed</b>	<b>Percentage range</b>
1 bed	20% - 30%
2 bed	48% - 60%
3 bed	10% - 20%
4 bed	4% - 8%

Policy 1.1C of the London Housing Strategy sets a target for 42% of social rented homes to have 3 or more bedrooms. London Plan Policy 3.8 promotes a balanced mix of unit sizes in

new developments and Local Plan Development Management Policy DM08 outlines the priorities for affordable and market housing to be 3 and 4 bedrooms.

Whilst the overall scheme of regeneration does include between 14% and 28% of social rent housing to be 3 or 4 bedrooms, the majority of units across the site are proposed to be 1 or 2 bedroom units. However, it is considered that this is reflective of local circumstances, and the current housing need requirements of the existing estate residents.

The development specification states that this mix will ensure the deliverability of a demographic that is considered suitable for this site. However, it is noted that this demographic is largely unknown at the present time due to the flexibility required by the decant strategy, likely changing private market demand and potential for changes in affordable housing tenures into the future as reserved matters applications come forward. However, the minimum number of affordable units coming forward is fixed at 25% of total site development.

The GLA Stage 1 report confirms that this approach is acceptable given the decant requirements of the current secure tenants.

### **11.5 Daylight, Sunlight and Overshadowing**

An assessment of the impact on daylight and sunlight and overshadowing levels based on the current details for the reserved matters application has been carried out in accordance with the BRE Guidance 'Site Layout Planning for Daylight and Sunlight'.

The Guidance provides a breakdown of the aspects of assessment as follows:

- Vertical Sky Component (VSC) – A measure of the amount of skylight available at the centre of a habitable room window and also, the amount of direct skylight received inside the corresponding habitable room. The BRE guide states that daylighting may be affected if the VSC calculation is less than 27% or less than 0.8 times its former value;
- Daylight Distribution (DD) – A measure that calculates the amount of area of a habitable rooms which receives direct skylight and how much does not. The BRE guide recommends that the minimum DD values should be achieved for bedrooms (1%), living rooms (1.5%) and kitchens (2%);
- Annual Probable Sunlight Hours (APSH) – Is a measure of the average number of hours per year in which direct sunlight is received by a window. The BRE guide states that rooms may be affected if they receive less than 25% APSH for the year and 5% APSH for the winter;
- Average Daylight Factor (ADF) – Is a measure of the daylight received inside a habitable room. The BRE guide recommends that the minimum ADF values should be achieved for bedrooms (1%), living rooms (1.5%) and kitchens (2%); and
- Shadowing: The BRE guide recommends that at least half the area of an amenity space should receive at least 2hrs of sunlight on the equinox (21 March).

The above aspects of assessment have been used in regard to the proposed habitable rooms and outside amenity spaces for all of the blocks within Phase 3b and 3c.

The open plan kitchen/dining/living room areas have been assessed against a target of 1.5% and as such the results of Point2surveyors ADF assessments show that overall in excess of 90% of the proposed habitable rooms will have good levels of daylight in accordance with the BRE guidelines.

In addition, the NSL results show that approximately 85% of all rooms should enjoy a good level of sunlight distribution.

Overall the daylight results are considered to show a good level of compliance for an urban area and, more generally a better level of compliance than already consented in the approved detailed application for Blocks E & G1/G2.

The APSH results show that adequate levels of sunlight will be enjoyed given the general orientation of the blocks and the fact that this is an urban area. Those windows that receive lower levels of sunlight are typically set back behind balconies where a balance between the provision of the beneficial private amenity space and the slightly lower levels of sunlight within the room needs to be struck.

The overshadowing results to the proposed open amenity space show that good levels of sunlight in accordance with the BRE guidelines will be enjoyed by residents of the units.

#### **11.6 Noise and general disturbance**

No new, different or cumulative noise impacts to occupiers and neighbours will result from the proposal compared to the original Hybrid approval details and which are already covered by appropriately worded conditions and obligations. This includes impacts associated with construction and operational phases of the development. In respect of the internal arrangements including the layout of flats and the location of habitable rooms and positioning of services and communal circulation, these generally reflect the previous approval with levels of sound proofing and isolation separately controlled by the Building Regulations. As such, there are no noise impacts identified, notwithstanding that any excessive and unreasonable noise is covered by the Environmental Protection Act 1990.

#### **11.7 Air Quality**

Similarly to the above, there are no new, different or cumulative air quality impacts resulting from this proposal than that which was considered at the Hybrid stage. Furthermore, the details of the external elevations are not considered to alter air movement or wind conditions compared to the parameter plans previously approved with the Hybrid scheme, it is also noted that soft landscape planting is likely to have an ameliorating effect at ground floor and podium levels. Also, a similar ameliorating effect is likely for balconies as facilitated by their balustrading.

#### **11.8 Amenity Space and Play Space Provision**

The overall proposals for the whole scheme of regeneration would provide an increase in the quantity of useable on-site amenity space and is considered to substantially raise the quality of usable open space in comparison to the existing provision.

With Phase 3b and 3c, York Park will be reconfigured in part with improved landscaping and boundary treatment together with Phase 3A, this is to provide the extension to The Green and introduce new play areas abutting the Welsh Harp. All residential units will be provided with private amenity space in the form of a balcony or terrace and additional communal areas of open space will be incorporated within the courtyards formed by the residential blocks.

Below is a table of the relevant areas of balconies and terraces for the blocks concerned.

AMENITY SPACE SCHEDULE		
	Communal m2	Private m2
<b>BLOCK F 1-4</b>		
Courtyard Garden	1528	
Private Gardens		498
Roof Terrace	435	
Balconies		1064
Fitness Suite	150	
<b>TOTALS</b>	<b>2113</b>	<b>1562</b>
<b>TOTAL COMBINED</b>	<b>3675</b>	
<b>TOTAL COMBINED REQUIRED (BARNET COUNCIL)*</b>	<b>3805</b>	
<b>TOTAL PRIVATE REQUIRED (LONDON PLAN SPG)**</b>		<b>1352</b>
<b>BLOCK G4</b>		
Courtyard Garden	258	
Roof Terrace	180	
Balconies		104
Private terrace		23
<b>TOTALS</b>	<b>438</b>	<b>127</b>
<b>TOTAL COMBINED</b>	<b>565</b>	
<b>TOTAL COMBINED REQUIRED (BARNET COUNCIL)*</b>	<b>305</b>	
<b>TOTAL PRIVATE REQUIRED (LONDON PLAN SPG)**</b>		<b>103</b>
<b>BLOCK H3+4</b>		
Roof Terrace	325	
Balconies		520
<b>TOTALS</b>	<b>325</b>	<b>520</b>
<b>TOTAL COMBINED</b>	<b>845</b>	
<b>TOTAL COMBINED REQUIRED (BARNET COUNCIL)*</b>	<b>1400</b>	
<b>TOTAL PRIVATE REQUIRED (LONDON PLAN SPG)**</b>		<b>446</b>
* 5m2 per habitable room for total amenity space required (private + shared)		
** 5m2 for 2 person dwelling + 1m2 per additional occupant		

Further, the Cool Oak Lane pedestrian and Cycle Bridge is to be provided prior to the completion of Phase 3c and the occupation of the first unit within it. In addition £400,000 of the 'off-site' leisure and recreation contribution is to be paid to ensure significant enhancements; including Youth Provision, MUGA and landscaping in close proximity to the site as part of the scheme's Phase 3b and 3c triggers for contributions to off infrastructure works.

## 11.9 Transport, Highways And Parking

### General Guidance

The NPPF 'sustainable development' imperative involves amongst other things, improvements to conditions for travel (para 9) as well as actively managing patterns of growth to make the fullest possible use of public transport, walking and cycling (para 19).

Sustainable development is the focus of London Plan Chapter 4 'Promoting Sustainable Transport'. The importance of the transport and parking implications of development,

particularly the appropriate approach for Outer London is addressed in London Plan 2011 policy 2.8 and generally in Chapter 6 'London's Transport' including policies 6.3, 6.9, 6.10 and 6.13.

In addition, Barnet Core Strategy DPD 2012 Policy CS9 and Development Management Policies DPD 2012 policy DM17 are relevant.

At the time of the hybrid application, the transport, highway and parking implications of the entire development including cumulative effects, were considered in the Transport Assessment. As such, the scale and effect of traffic generation, traffic movement and levels of car parking as well as the impact on public transport and measures for connectivity and permeability for cyclists and pedestrians were all considered.

Parking provision is to be included at 0.86 spaces per unit, this results in a total of 274 car parking spaces, including 34 disabled spaces contained principally within the basement parking areas within Block F and G comprising of 10,840m<sup>2</sup>. This is within the acceptable standards for TFL and the Council's Highways and Transportation Department.

There is also parking provision with charging units and these will include for 55 spaces (10%) active and 55 spaces (10%) passive units across all the car parking provision.

The scheme also provides for 15 motorcycle spaces, 267 cycle spaces which is less than TFL policy requirements but LBB Highways Department have no objection to this shortfall in provision.

Parking for the 2 Phases is provided within each block for all but Block H3/H4. Block F is provided with undercroft parking at basement and lower ground floor levels, Block G4 is provided with undercroft parking at lower ground floor level. Block H3+H4 does not have a car park and residents will be allocated parking spaces in Block F.

Access to Block F undercroft car park is via West Street and access to Block G4 undercroft is via Block G1/G2 car park, which will have a ramped access provided off Perryfield Way. Access to the undercrofts will be provided with secure access to prevent unauthorised parking and access.

Accessible parking bays are located within the undercroft and grouped in close proximity to each of the building cores to minimise travel distances. The accessible parking bays are designed to meet the Wheelchair Housing design standards and locating these bays within the undercroft provides weather protection.

There is currently an issue with the ceiling height within the undercroft parking areas whereby the floor to ceiling heights are not in compliance with policy, however this matter can be easily rectified and as such a condition has been suggested by the Transport section to require further details to be submitted for this, a condition has therefore been added to this effect.

The proposed new roads and footpaths within the estate are not to be adopted they will be part of the estate management (BRAM) monitoring and maintenance programme.

Secure motorbike storage spaces are to be provided within the undercrofts of Blocks F and G4 at a ratio of 1 per 20 car parking spaces.

Secure bicycle stores and parking for motorcycles are located within the undercroft and basement of Blocks F and G4. In addition any external cycle parking will be within secure, enclosed and covered storage compounds.

#### **11.10 Refuse and Servicing**

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

As an agreed process with the refuse section of the LBB, all residents will be required to take their refuse to either ground level or basement refuse stores each week.

The bin stores have been designed to the London Borough of Barnet standards on waste management.

A series of euro bins each with a capacity of 1,100 litres and 240 litres will provide segregated handling for household waste, mixed recycling and organic waste. On collection days the on site management team will collect the bins from any stores that are beyond the reach of Barnet Council bin collection services, store them at a designated collection point and return them following collection.

A separate 'large item' waste storage room has also been provided in Block F for the occasions when residents need to have furniture or bulky items removed from their apartment.

Existing commercial units along the Broadway depend on a mix of rear and on-street servicing, these facilities are to be retained as far as practical with new arrangements being put in place for the new blocks of mixed commercial and residential properties on Broadway and Broadway Place.

This can be achieved by a combination of service points on existing side streets that are to be retained as shared surfaces with limited vehicular access and on street servicing from bays along the Broadway. It is proposed that this would be more tightly controlled than at present with limited period of stay and hours of operation. These could potentially be limited to 20 minute stays outside of peak hours.

#### **11.11 Biodiversity**

The 'sustainable development' imperative of NPPF 2012 includes enhancing the natural environment and improving biodiversity (para 7). London Plan 2011 policy 7.19 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Barnet Local Plan policy DM16 states that when it is considering development proposals the council will seek



the retention, enhancement or creation of biodiversity.

### **11.12 Equality and Diversity Issues**

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

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

For the purposes of this planning application for reserved matters, the term “protected characteristic” includes:

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

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

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

10% of the flats will be wheelchair accessible and/or able to be modified to accommodate a wheelchair occupier.

The development includes level, step-free pedestrian approaches to the main entrances to the buildings to ensure that all occupiers and visitors of the development can move freely in and around the public and private communal spaces.

10% of all parking will be dedicated parking spaces for people with a disability and will be provided in locations convenient to the entrances to the parking area.

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

## **12. CONCLUSION**

The purpose of this report is to consider the Reserved Matters relating to Scale, Layout, Appearance, Landscaping, Access and Parking pertaining to Blocks F1, F2, F3, F4, G4, H3 and H4 forming Part of Phase 3b and 3c of the West Hendon Estate Regeneration Scheme.

This scheme comprises 298 Residential Units (181 Market Value Units and 117 Affordable Units) Commercial Floorspace totalling 1,245m<sup>2</sup> (Use Class A and B1) and 18m<sup>2</sup> SSSI Warden Accommodation pursuant to condition 3 of Hybrid Planning Approval H/01054/13 dated 20th November 2013.

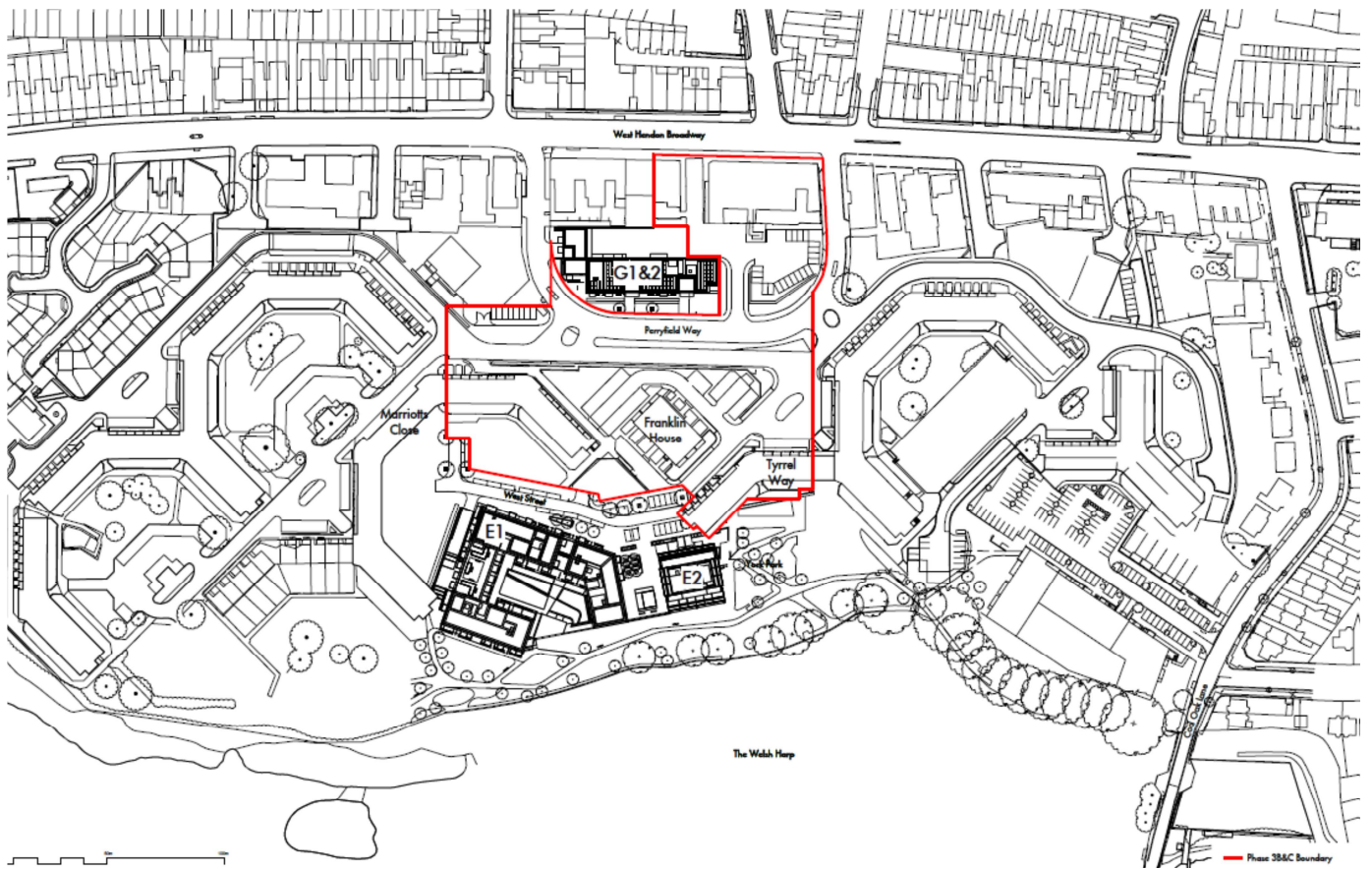
The current application represents the next phase of the West Hendon Estate scheme of regeneration which will bring significant changes and benefits to the West Hendon area.

The details submitted are considered to be in accordance with the parameters established by the hybrid consent including the EIA. The design would provide a high quality residential environment with an improved appearance compared to earlier development of the estate and still retain a cohesive character for the site overall.

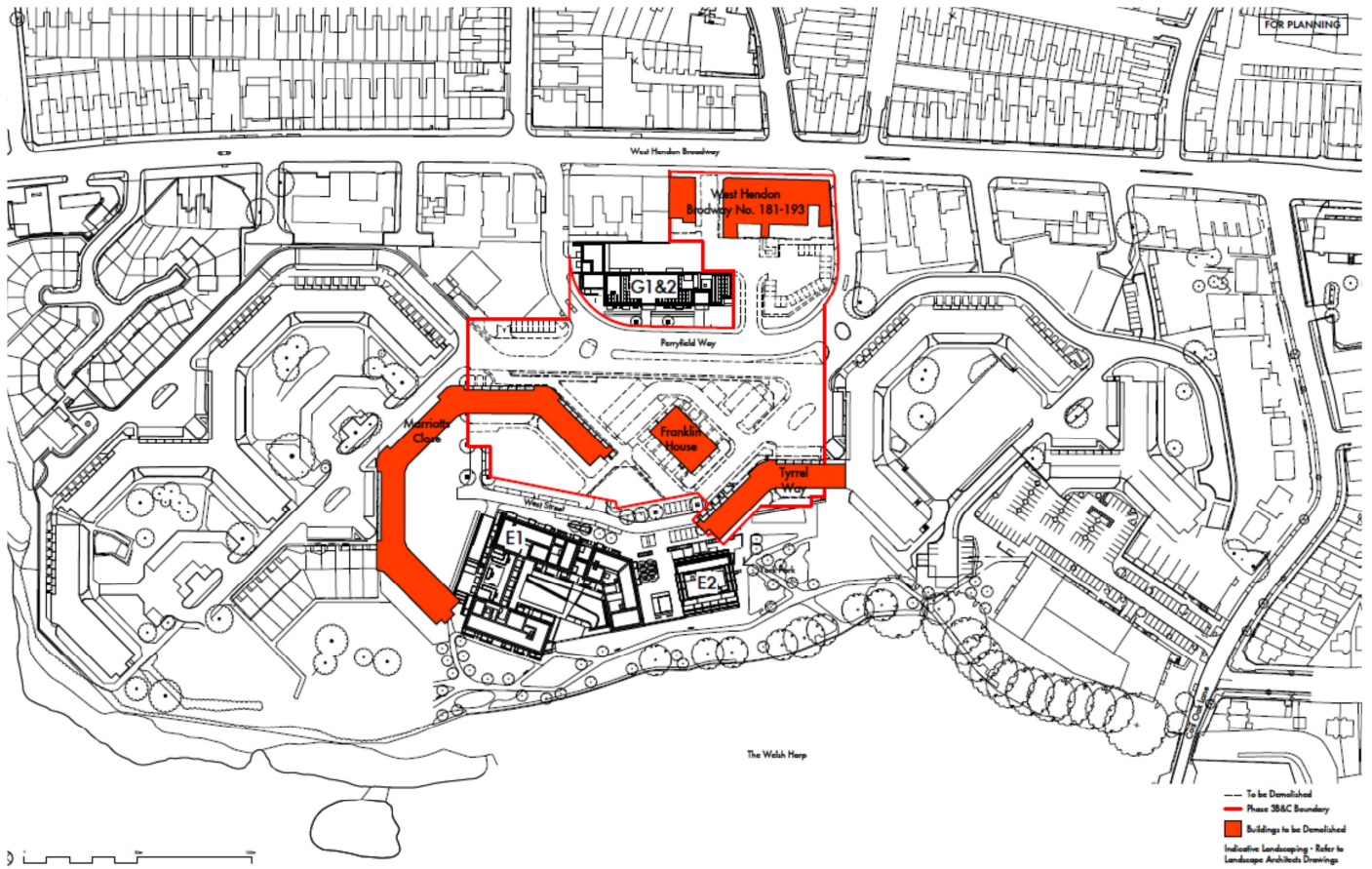
No significant new, additional or cumulative impacts are identified including any potential impacts to the amenity of neighbours or future occupiers. Nor are there any impacts identified in transport and parking terms. The scheme also makes provision for waste and recycling, as well as energy efficiency/sustainability and landscaping/biodiversity.

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

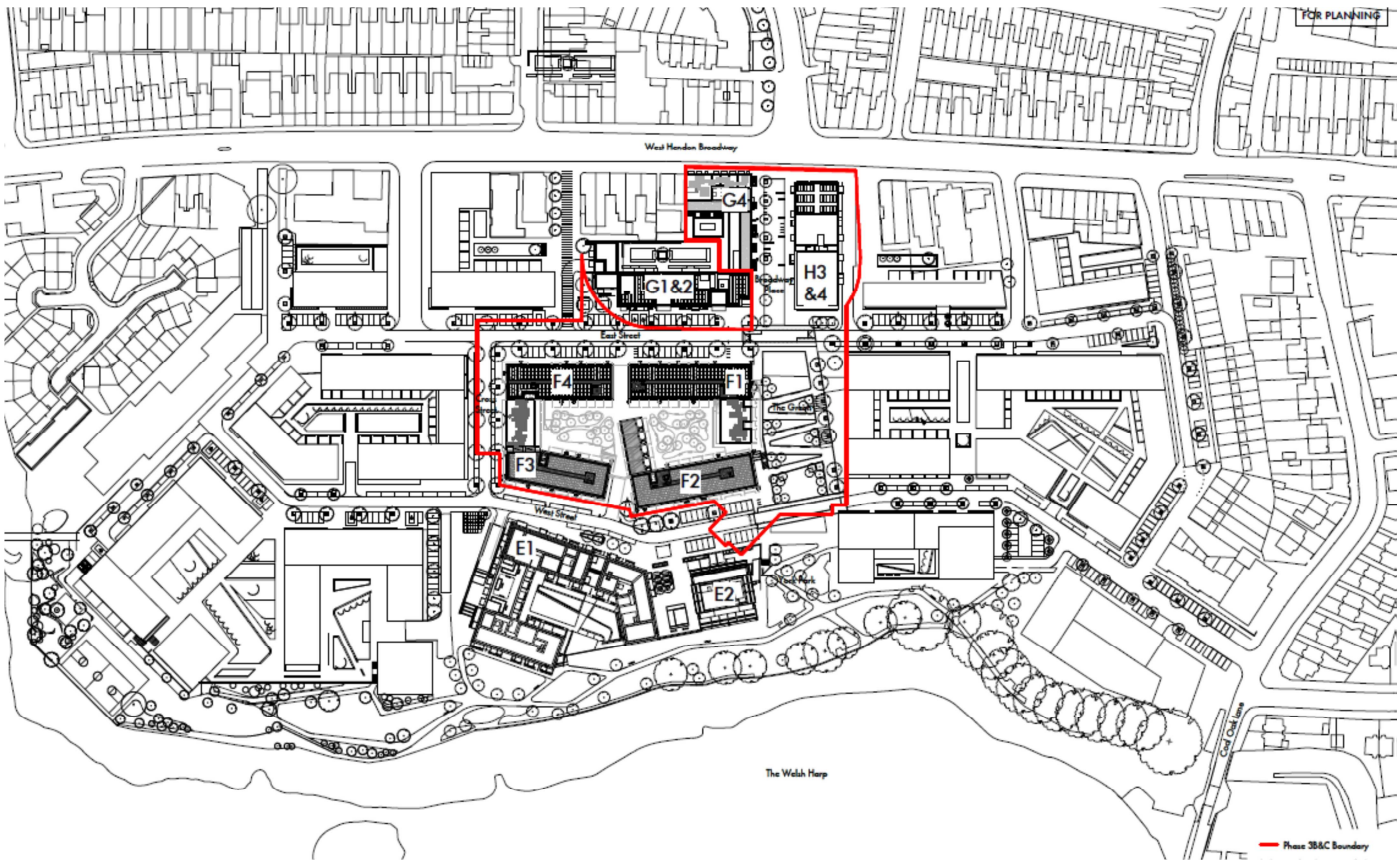
# APPENDIX 1 – SITE BOUNDARY FOR PHASE 3b AND 3c ALSO SHOWING 3A APPROVED BUILDINGS



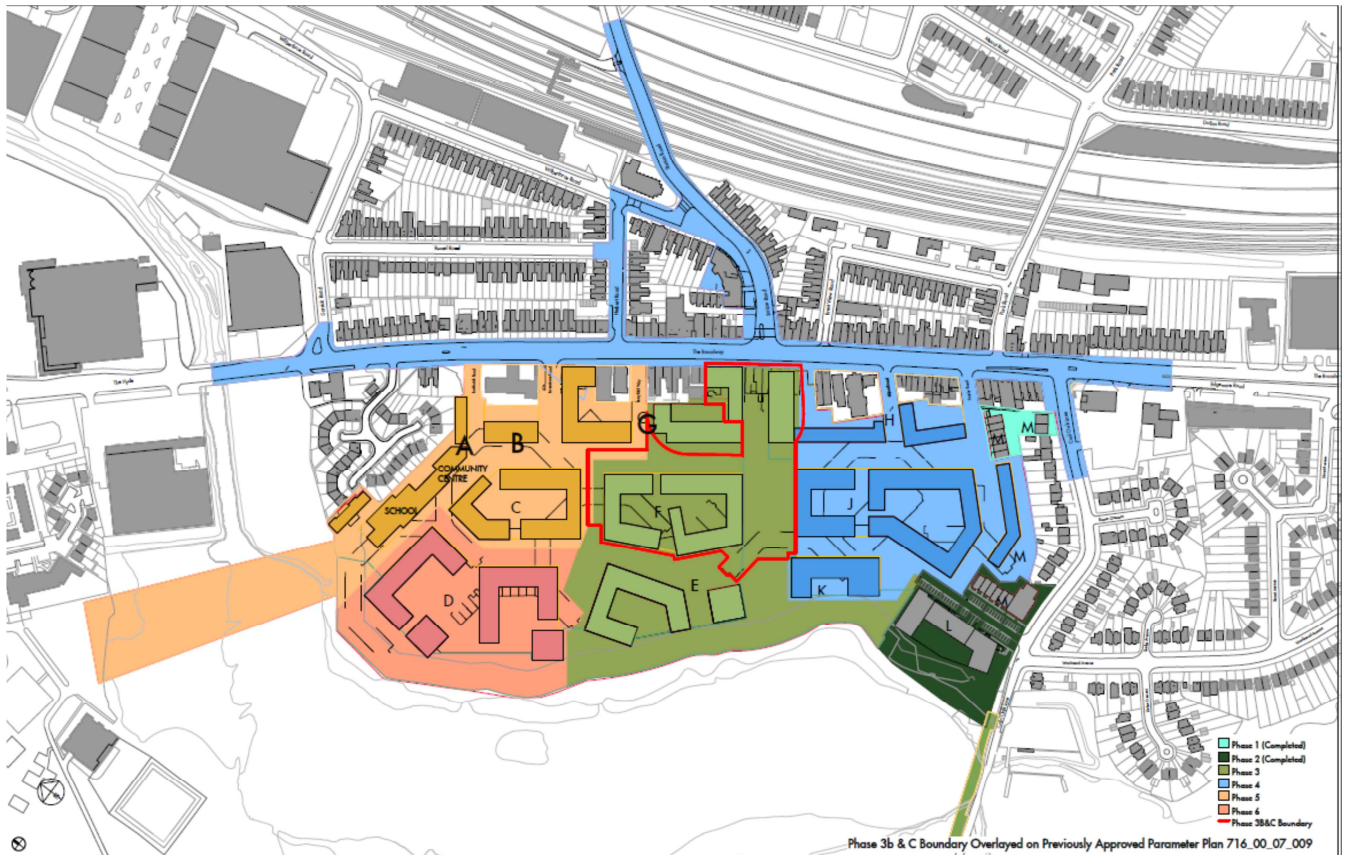
# APPENDIX 2 – SITE BOUNDARY FOR PHASE 3b AND 3c ALSO SHOWING BUILDINGS TO BE DEMOLISHED



**APPENDIX 3 – SITE BOUNDARY FOR PHASE 3b AND 3c ALSO SHOWING  
PROPOSED BLOCKS F, G4 AND H3/H**



# APPENDIX 4 – SITE BOUNDARY AND PHASING DIAGRAM



## APPENDIX 5 – DENSITY ASSESSMENT PLAN FOR WHOLE ESTATE



**SITE LOCATION PLAN:**

**Phase 3b and 3c, West Hendon Estate, West Hendon, London, NW9**

**REFERENCE: 14/07964/RMA**

