

LOCATION: West Hendon Estate, West Hendon, London NW9

REFERENCE: 17/0017/RMA **Received:** 28 December 2016
Accepted: 28 December 2016

WARD: West Hendon **Expiry:** 29 March 2017

APPLICANT: Barratt Metropolitan LLP

PROPOSAL: Application for Approval of Reserved Matters relating Layout, Scale, Appearance, Access and Landscaping, pertaining to Blocks H, J, K and M, forming Phase 4 of the West Hendon Estate Regeneration Scheme involving demolition of Existing Buildings (33-125 Tyrrel Way, 11-72 Warner Close and the Car Park between Tyrrel Way and Warner Close) and the construction of 611 Residential Units (418 Market Value Units and 193 Affordable Units) including Basement Car Parking, Major Highways Works and New Landscaped Public Space pursuant to planning permission H/01054/13 dated 20/11/2013.

APPLICATION SUMMARY

Application Details

This application is to consider the reserved matters submission for Phase 4 of the West Hendon Estate Regeneration Scheme ("the Regeneration Scheme"), pursuant to Condition 3 of 'hybrid' planning permission H/01054/13 dated 20 November 2013 ("the 2013 Permission").

The 2013 Permission established a clear and robust development framework for the comprehensive regeneration of the West Hendon Estate and its immediate environs, to be delivered by a phased programme of demolition and redevelopment. The 2013 Permission established an approved Masterplan tied to key plans and documents that frame its delivery; a series of controls that include the Development Specification Document, Parameter Plans and Design Guidelines within which reserved matters submissions must be brought forward.

Phase 4 is located within the southern area of the Masterplan as shown in *Appendix 1 – Phase 4 Site Plan*. This phase will link previously completed phases (Phases 1, 2 and 3A) and those currently under construction (Phases 3B and 3C) with the surrounding area. Phase 4 will also deliver significant transport infrastructure improvements through Major Highway Works that are an integral component for the implementation of remaining phases (Phases 5 and 6) of the Scheme.

As shown in *Appendix 2 – Reserved Matters Boundary Plan*, this application seeks detailed

approval for the Layout, Scale, Appearance, Landscape and Access in respect of four residential 'blocks' (Blocks H, J, K and M) comprising 611 Residential Units in conjunction with basement car parking, Major Highway Works and new landscaped public space.

As shown in *Appendix 3 – Demolition Plan*, Phase 4 involves the demolition of 155 existing residential dwellings comprising 11,906 square metres of residential floor space:

- Nos. 33-125 Tyrrel Way building (7,305m²)
- Nos. 11-72 Warner Close building (4,601m²)
- Car Park between Tyrrel Way and Warner Close

The proposed construction of 611 Residential Units will include 418 (68%) private residential units and 193 (32%) affordable housing units. The proposed Affordable Housing Units comprise 147 (76%) Intermediate Housing Units and 46 (24%) Social Rented Units. A total of 61 (10%) wheelchair accessible dwellings are proposed across all tenures and unit types.

It is noted that a Memorandum of Undertaking has been agreed between Barratt Metropolitan LLP, Metropolitan Housing Trust (MHT), and the London Borough of Barnet (LBB) for MHT to acquire the 66 Market Housing Units forming Block J4. MHT will deliver these additional Affordable Housing Units on a shared ownership basis, being treated as Intermediate Housing Units, separate to the requirement relating to the provision of Affordable Housing Units required under the Section 106 Agreement.

Proposed building heights predominantly range between 3 and 8 storeys in height, with the exception of Building K1, adjacent to the Welsh Harp SSSI, which rises to 21 storeys in compliance with the approved Building Heights Parameter Plan. Proposed Phase 4 buildings include the following:

- Resident buildings H1 & H2 (Detailed design by Makower Architects)
- Residential buildings J1/J2, J3, J4/J5 & J6 (Detailed design by Allies and Morrison)
- Residential buildings K1 & K2 (Detailed design by Makower Architects)
- Residential buildings M3 & M4 (Detailed design by Mikhail Riches)

The proposed residential dwellings have been designed to comply with the requirements of Lifetime Homes and the Mayor's Housing Design Guide. The proposed buildings comprise 364 dual aspect units and 247 single aspect units. No north facing single aspect dwellings are proposed as part of this application.

Proposed unit types:

- 26 x 1 bed studios (4.3%)
- 274 x 1 bed units (44.8%)
- 189 x 2 bed units (30.9%)
- 56 x 2 bed Duplex units (9.2%)
- 33 x 3 bed units (5.4%)
- 18 x 3 bed Duplex units (2.9%)
- 3 x 3 bed houses (0.5%)
- 12 x 4 bed units (2%)

Proposed residential floorspace:

- 56,633m² Gross External Area (GEA) total residential floorspace (excluding basement)
- 13,723m² Net Internal Area (NIA) affordable residential floorspace
- 17,454m² GEA basement car parking

Proposed amenity space (excluding public open space) of 9,823 m² comprising:

- Balcony areas of 3,662 m²
- Courtyard areas of 4,120 m²
- Private gardens of 1,531 m²
- 165 m² fitness studio (Gym) to be located in Block J5 Basement

Open space, Trees and Landscape

Open space and landscape proposals for Phase 4 align with the established concept of the Masterplan which is structured around an integrated network of public, private and semi-private open spaces.

As shown in *Appendix 4 – Phase 4 Landscape Layout*, the private and semi-private landscaping proposals are based around a series of internal courtyards that serve respective Blocks H, J and K, with the provision of private gardens for Block M due to its building typology as semi-terrace style houses. Phase 4 landscape proposals also incorporate a ‘pocket park’ adjoining York Park which will provide Local Playable Space for Phase 4 residents and which will complement the public open space being delivered as part of the Regeneration Scheme.

It is noted that prior to the commencement of Phase 4, significant areas of public open space will be created as part of Phase 3. Phase 4 will provide the southern interface with a new pedestrian route delivered as part of Phases 3B and 3C, known as Broadway Place and The Green, which will create a new pedestrian route to the Welsh Harp SSSI from the Broadway. As shown in *Appendix 5 – Framework of Public Spaces*, this new pedestrian route will integrate with York Park, a strategic linear based open space that is located along the water’s edge of the Welsh Harp SSSI and which serves as a natural interface with the residential accommodation.

The proposed soft landscaping scheme comprises a variety of landscape typologies from the private courtyards and gardens shown in *Appendix 4* to the framework of public places shown in *Appendix 5*. With respect to trees, a total of 13 existing trees are required to be removed in order to facilitate the delivery of Phase 4. The principle of the removal of these trees was established under the 2013 Permission. It is noted that a total of 1,475 m² of bio-diverse and green roofs will be provided as part of Phase 4.

Implementation of the Scheme will deliver an overall increase in the quantity and quality of on-site amenity space, and significant improvements to the quality of, and access to,

existing public open space.

Major Highways Works

Phase 4 proposes the delivery of Major Highway Works underpinning the Masterplan, providing significant transport infrastructure improvements necessary to deliver the Scheme. The proposed Major Highway Works have been designed to cater for the traffic likely to be generated by the Scheme, whilst also providing surplus capacity which provides the ability to accommodate future increases in traffic movements.

Proposed Major Highways Works include the following:

- Construction of a new access at Ravenstone Road connecting with West Hendon Broadway comprising two lanes outbound and one lane inbound including signalisation of the pedestrian crossing over the estate access road;
- Improvements to Cool Oak Lane signalised junction with the A5 including improved geometry for vehicles turning left into Cool Oak Lane from the A5;
- provision of a two lane approach for the A5 northbound and Cool Oak Lane;
- provision of staggered pedestrian crossings with a central island on the northbound A5 approach;
- carriageway widening to Station Road to create two lanes ahead and one right turn lane;
- Widening of Cool Oak Lane to accommodate two ahead and one right turn lanes together with a staggered pedestrian crossing with a traffic island;
- Provision of controlled pedestrian crossing north of Borthwick Road on the A5;
- Provision of controlled pedestrian crossing south of Stanley Road including a central island;
- Removal of Perryfield way gyratory and widening of Station Road to allow two-way flow with two right turn and one left turn lanes westbound and one merging lane eastbound including provision of staggered crossing;
- Removal of northbound and southbound bus lanes between Cool Oak Lane and Perryfield Way and Garrick Road and Park Road respectively;
- Creation of a left-in left-out priority junction with West Hendon Broadway at Milton Road (enforced by a means of a central kerbed median strip);
- Reversal of one-way traffic flow on Herbert Road;
- Closure of vehicular access to Stanley Road and Borthwick Road;

- Provision of a right turn lane into Garrick Road from the A5;
- Re-paved footways between Ramsey Close and Cool Oak Lane on the A5 and to the junction with Hendon Station along Station Road;
- Re-provision of the bus stand from Perryfield Way to Wilberforce Road;
- Construction of a new access at Ravenstone Road connecting with West Hendon Broadway comprising two lanes outbound and one lane inbound including signalisation of the pedestrian crossing over the Estate access road; and
- Creation of two-way traffic flow on Wilberforce Road between Station Road and Herbert Road.

A key component of the proposed works will be to the central section of West Hendon Broadway ("the Broadway") which will be realigned to accommodate the new junctions and closure of the Perryfield Way gyratory. This will involve the introduction of direct right turn movements between the A5 and A504 Station Road and the site via the junctions noted above.

Proposed Major Highway Works also involve the widening of Station Road and the introduction of 2-way traffic flow from the A5 to the M1 over-bridge allowing the removal of through traffic from Garrick Road, Wilberforce Road and Herbert Road. The new layout will provide a fully linked signalised layout with two lanes for all traffic northbound and southbound on the A5 which will result in the removal of the short section of bus lanes currently providing some bus priority along this corridor. As will be outlined Part 5.2 of this report relating to consultation, Transport for London (TfL) and LBB Traffic & Development and Transport & Regeneration officers are supportive of the proposals.

Urban Design

The delivery of Major Highway Works proposed under Phase 4 will see the creation of a new urban environment that will identify a clear hierarchy of pedestrian and vehicular routes and around the site through the removal of the Perryfield Way gyratory and the creation of East and West Streets.

As shown in *Appendix 6 – Street Hierarchy*, the proposed reconfiguration of the existing street layout is based upon a key principle of the Masterplan which is to provide a transition from the urban character of the Broadway to the natural setting of the Welsh Harp SSSI. The proposed road layout will integrate with Broadway Place/The Green and transform the journey from Hendon Station to the amenities of the Welsh Harp SSSI and its environs via a safe, accessible and visually interesting route.

Proposed buildings follow the massing principles established under the Masterplan with higher buildings running north to south and lower blocks east to west as to provide for good daylight levels throughout the site and within the proposed courtyards.

Scale, massing and building typologies are consistent with the approved Design Guidelines established under the 2013 Permission which establish character areas based on the existing urban fabric and site context whilst also providing for variations in materials within a

considered design framework. For example, the semi-terrace houses proposed for Block M relate directly to the building typology of adjoining residential properties to the south of the West Hendon Estate.

Condition 5 of the 2013 Permission requires reserved matters submissions to be made in accordance with the Parameter Plans and Design Guidelines which ensures a consistently high quality of development across all phases of the Scheme.

The creation of Broadway Place will improve access to the West Hendon Local Centre for occupiers of the new Residential Units whilst also improving access to the Welsh Harp SSSI for residents of the surrounding area and enhancing the public realm offering.

A Design Review Panel Meeting was held on Tuesday 19 August 2016 as required under Condition 51 of the 2013 Permission and for the purpose of obtaining design feedback from independent architects. Verbal feedback received was overly supportive of the design evolution.

Sustainability

The 2013 Permission requires all Residential Units to be constructed in accordance with an acceptable level of sustainable design and construction, secured by conditions of approval. All Residential Units delivered as part of the Scheme are required to be certified as Code for Sustainable Homes Level 4, which entails the achievement of a 25 per cent reduction in carbon emissions beyond 2010 Building Regulations Part L standards.

Energy efficiency of the Scheme is based on a space heating and hot water supply provided via a district heating network linked to an Energy Centre located in the basement of Block E2, which was constructed as part of Phase 3A. The Energy Centre uses a combination of gas CHP (Combined Heat and Power) and gas fired boilers to deliver low carbon heat and hot water for residents in accordance with the requirements of the Energy Statement established under the 2013 Permission.

A Surface Water Management Scheme is in place and secured by Condition 24 of the 2013 Permission to ensure that the drainage provided as part of the development meets policy requirements.

A comprehensive strategy and associated measures to ensure the protection of the Welsh Harp SSSI were established under the 2013 Permission through the Environmental Statement and ultimately the development of an Ecological Management Plan (EMP). The EMP ensures that development of the Scheme does not prejudice the adjacent Welsh Harp SSSI and that onsite ecological features are protected, enhanced, created and managed in accordance with the Development Plan. The EMP is a live document and is required to be re-submitted on a phase by phase basis, secured by a condition of the 2013 Permission and discharged in consultation with Natural England. Natural England (NE) and Canal and River Trust (CRT) reviewed the revised EMP submitted in conjunction with this application and have confirmed its validity.

It was identified and agreed with NE that in order to minimise and monitor the impacts on the SSSI and existing habitats within the whole of Masterplan that the Developer would prepare a mitigation and monitoring plan to manage the impacts of demolition and

construction activities. This was implemented and undertaken as part of Phase 3A with evidence obtained from acoustic and ornithological monitoring indicating 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 nesting islands, bat/bird boxes, green and brown roofs and other habitat enhancements.

Air Quality

An assessment of air quality impacts associated with the Scheme was undertaken as part of the 2013 Permission. This assessment accounted for emissions from the Energy Centre and also traffic emissions from roads adjacent to the development. Air quality predictions were assessed against national air quality objectives so that mitigation measures could be developed in areas of poor air quality. Air quality is predicted to meet national objectives across the majority of the Scheme however in certain locations suitable and appropriate mitigation measures are required for the properties adjacent to the Broadway. These measures include the installation of mechanical ventilation, which draws in cleaner air, and the introduction of winter gardens rather than balconies in order to minimise exposure.

Conditions associated with air quality assessment, extraction and ventilation equipment, and also impacts associated with construction, are all attached to the 2013 Permission and are required to be discharged by the Council on a phase by phase basis. The on-going monitoring and assessment of air quality ensures compliance with the Local Plan and national air quality objectives.

Conclusion

The proposed development of Phase 4 is consistent with the approved Masterplan, Development Specification Document, Parameter Plans and Design Guidelines, all of which underpin the 2013 Permission. Major Highway Works proposed within Phase 4 will facilitate the on-going transformation of the West Hendon Estate and improve the social, economic and environmental wellbeing of not only the Estate, but also the wider community within the West Hendon area. Approval, subject to the below conditions is recommended.

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:

058 - H1 - 07 - 001 Site Location Plan A3 1:1000 P1 P2
058 - H1 - 07 - 100 Ground Floor Plan A3 1:200 P1 P2
058 - H1 - 07 - 101 First Floor Plan A3 1:200 P1 P2
058 - H1 - 07 - 102 Second Floor Plan A3 1:200 P1 P2
058 - H1 - 07 - 103 Third Floor Plan A3 1:200 P1 P2
058 - H1 - 07 - 104 Fourth Floor Plan A3 1:200 P1 P2
058 - H1 - 07 - 105 Fifth Floor Plan A3 1:200 P1 P2
058 - H1 - 07 - 106 Sixth Floor Plan A3 1:200 P1 P2
058 - H1 - 07 - 107 Roof Plan A3 1:200 P1 P2
058 - H1 - 07 - 120 Ground Floor Plan - Refuse Strategy A3 1:200 P1 P2
058 - H1 - 07 - 200 Section AA A3 1:200 P1 P2
058 - H1 - 07 - 201 Section BB A3 1:200 P1 P2
058 - H1 - 07 - 202 Section CC A3 1:200 P1 P2
058 - H1 - 07 - 203 Section DD A3 1:200 P1 P2
058 - H1 - 07 - 300 South-West Elevation A3 1:200 P1 P2
058 - H1 - 07 - 301 North-West Elevation A3 1:200 P1 P2
058 - H1 - 07 - 302 North-East Elevation A3 1:200 P1 P2
058 - H1 - 07 - 303 South-East Elevation A3 1:200 P1 P2
058 - H1 - 07 - 400 Bay Study 01 A3 1:50 P1 P2
058 - H1 - 07 - 401 Bay Study 02 A3 1:50 P1 P2
058 - H1 - 07 - 402 Bay Study 03 A3 1:50 P1 P2
058 - H1 - 07 - 500 1B-2P-01 A3 1:50 P1 P2
058 - H1 - 07 - 501 2B-3P-01 D A3 1:50 P1 P2
058 - H1 - 07 - 502 2B-3P-01 A3 1:50 P1 P2
058 - H1 - 07 - 503 2B-3P-01-W A3 1:50 P1 P2
058 - H1 - 07 - 504 2B-3P-02 A3 1:50 P1 P2
058 - H1 - 07 - 505 3B-5P-01 A3 1:50 P1 P2
058 - H1 - 07 - 506 3B-5P-02 A3 1:50 P1 P2
058 - H1 - 07 - 507 3B-5P-01 D A3 1:50 P1 P2
058 - H1 - 07 - 508 3B-5P-01-W A3 1:50 P1 P2
058 - H1 - 07 - 900 Bird and Bat Box Location A3 1:200 P1 P2

058 - H2 - 07 - 001 Site Location Plan A3 1:1000
058 - H2 - 07 - 100 Ground Floor Plan A3 1:200 P1 P2
058 - H2 - 07 - 101 First Floor Plan A3 1:200 P1 P2
058 - H2 - 07 - 102 Second Floor Plan A3 1:200 P1 P2
058 - H2 - 07 - 103 ThirdFloor Plan A3 1:200 P1 P2
058 - H2 - 07 - 104 Fourth Floor Plan A3 1:200 P1 P2
058 - H2 - 07 - 105 Fifth Floor Plan A3 1:200 P1 P2
058 - H2 - 07 - 106 Roof Plan A3 1:200 P1 P2
058 - H2 - 07 - 120 Ground Floor Plan - Refuse Strategy A3 1:200 P1 P2
058 - H2 - 07 - 200 Section AA A3 1:200 P1 P2
058 - H2 - 07 - 201 Section BB A3 1:200 P1 P2
058 - H2 - 07 - 202 Section CC A3 1:200 P1 P2
058 - H2 - 07 - 300 South-West Elevation A3 1:200 P1 P2
058 - H2 - 07 - 301 North-West Elevation A3 1:200 P1 P2
058 - H2 - 07 - 302 North-East Elevation A3 1:200 P1 P2

058 - H2 - 07 - 303 South-East Elevation A3 1:200 P1 P2
 058 - H2 - 07 - 400 Bay Study 01 A3 1:50 P1 P2
 058 - H2 - 07 - 401 Bay Study 02 A3 1:50 P1 P2
 058 - H2 - 07 - 500 1B-2P-01 A3 1:50 P1 P2
 058 - H2 - 07 - 501 1B-2P-02 A3 1:50 P1 P2
 058 - H2 - 07 - 502 1B-2P-03 A3 1:50 P1 P2
 058 - H2 - 07 - 503 2B-3P-01 A3 1:50 P1 P2
 058 - H2 - 07 - 504 2B-3P-02 A3 1:50 P1 P2
 058 - H2 - 07 - 505 2B-3P-01-W A3 1:50 P1 P2
 058 - H2 - 07 - 506 2B-3P-02-W A3 1:50 P1 P2
 058 - H2 - 07 - 507 2B-4P-01-D A3 1:50 P1 P2
 058 - H2 - 07 - 508 2B-4P-02-D A3 1:50 P1 P2
 058 - H2 - 07 - 509 2B-4P-03-D A3 1:50 P1 P2
 058 - H2 - 07 - 510 3B-5P-01 A3 1:50 P1 P2
 058 - H2 - 07 - 900 Bird and Bat Box Location A3 1:200 P1 P2

765_06_07_001	Reserved Matters Boundary Plan
765_06_07_002	Reserved Matters Boundary Plan - Interim condition
765_06_07_003	Reserved Matters Boundary Plan – Demolition
765_06_07_004	Proposed Site Section 01
765_06_07_005	Proposed Site Section 02
765_06_07_006	Proposed Site Section 03
765_06_07_007	Phasing Parameter Plan with Site Boundary
765_06_07_008	Existing Site Boundary Plan
765_06_07_098	Basement Plan
765_06_07_099	Lower Ground Floor Plan
765_06_07_100	Ground Floor Plan
765_06_07_101	First Floor Plan
765_06_07_102	Second Floor Plan
765_06_07_103	Third Floor Plan
765_06_07_104	Fourth Floor Plan
765_06_07_105	Fifth Floor Plan
765_06_07_106	Sixth Floor Plan
765_06_07_107	Seventh Floor Plan
765_06_07_108	Eight Floor Plan
765_06_07_109	Roof Plan
765_06_07_200	North East + South West Elevations
765_06_07_201	South East + North West Elevations
765_06_07_202	North East + South West Internal Elevations
765_06_07_203	South East Internal Elevations
765_06_07_204	North West Internal Elevations
765_06_07_400	Bay Study 01 - Block J5 North East Elevation
765_06_07_401	Bay Study 02 - Block J4 South West Elevation
765_06_07_402	Bay Study 03 - Block J1 South East Elevation
765_06_07_403	Bay Study 04 - Block J4 South West Elevation – Courtyard
765_06_07_404	Bay Study 05 - Block J1 North – Courtyard
765_06_07_416	J1-J6_P_3B5P_D_TYPE 3_LWR
765_06_07_417	J1-J6_P_3B5P_D_TYPE 3_UPR
765_06_07_438	J1_P_3B5P_W_TYPE 1
765_06_07_445	J6_P_2B3P_W_TYPE 2

765_06_07_462	J3_AR_2B4P_D_TYPE 2_LWR
765_06_07_463	J3_AR_2B4P_D_TYPE 2_UPR
765_06_07_466	J3_AR_3B5P_W_TYPE 1
765_06_07_467	J3_AR_3B5P_W_TYPE 2
765_06_07_475	J3_AR_2B4P_F_TYPE 4
765_06_07_490	J4_AI_2B4P_D_TYPE 1_LWR
765_06_07_491	J4_AI_2B4P_D_TYPE 1_UPR
765_06_07_492	J4_AI_2B4P_D_TYPE 2_LWR
765_06_07_493	J4_AI_2B4P_D_TYPE 2_UPR
765_06_07_510	J4_AI_1B2P_F_TYPE 1
765_06_07_511	J4_AI_2B4P_F_TYPE 1
765_06_07_512	J4_AI_2B4P_W_TYPE 1
765_06_07_524	J4_AI_2B4P_W_TYPE 2
765_06_07_900	Block J - Bird and Bat Box Locations

058 - K - 07 - 001 Site Location Plan A3 1:1000 P1 P2
 058 - K - 07 - 99 Lower Ground Floor Plan A3 1:200 P1 P2
 058 - K - 07 - 100 Ground Floor Plan A3 1:200 P1 P2
 058 - K - 07 - 101 First Floor Plan A3 1:200 P1 P2
 058 - K - 07 - 102 Second and Third Floor Plan A3 1:200 P1 P2
 058 - K - 07 - 104 Fourth Floor Plan A3 1:200 P1 P2
 058 - K - 07 - 105 Fifth Floor Plan A3 1:200 P1 P2
 058 - K - 07 - 106 Sixth to Eighteenth Floor Plan A3 1:200 P1 P2
 058 - K - 07 - 119 Nineteenth Floor Plan A3 1:200 P1 P2
 058 - K - 07 - 120 Twentieth Floor Plan A3 1:200 P1 P2
 058 - K - 07 - 121 Roof Plan A3 1:200 P1 P2
 058 - K - 07 - 200 Section AA-BB A1 1:200 P1 P2
 058 - K - 07 - 201 Section CC A1 1:200 P1 P2
 058 - K - 07 - 300 North-East and North-West Elevation A1 1:200 P1 P2
 058 - K - 07 - 301 South-West and South-East Elevation A1 1:200 P1 P2
 058 - K - 07 - 302 North-West K2 and South-East K1 Elevation A1 1:200 P1 P2
 058 - K - 07 - 400 Bay Study 01 A3 1:50 P1 P2
 058 - K - 07 - 401 Bay Study 02 A3 1:50 P1 P2
 058 - K - 07 - 402 Bay Study 03 A1 1:50 P1 P2
 058 - K - 07 - 403 Bay Study 04 A3 1:50 P1 P2
 058 - K - 07 - 404 Bay Study 05 A3 1:50 P1 P2
 058 - K - 07 - 500 K1 1B-2P-01 A3 1:50 P1 P2
 058 - K - 07 - 501 K1 2B-3P-01 A3 1:50 P1 P2
 058 - K - 07 - 502 K1 2B-3P-02 A3 1:50 P1 P2
 058 - K - 07 - 503 K1 2B-3P-01-W A3 1:50 P1 P2
 058 - K - 07 - 504 K1 2B-3P-02-W A3 1:50 P1 P2
 058 - K - 07 - 505 K1 3B-5P-01-W A3 1:50 P1 P2
 058 - K - 07 - 506 K1 3B-5P-02-W A3 1:50 P1 P2
 058 - K - 07 - 507 K1 3B-5P-03-W A3 1:50 P1 P2
 058 - K - 07 - 508 K1 3B-5P-04-W A3 1:50 P1 P2
 058 - K - 07 - 509 K2 1B-2P-01 A3 1:50 P1 P2
 058 - K - 07 - 510 K2 1B-2P-02 A3 1:50 P1 P2
 058 - K - 07 - 511 K2 1B-2P-03 A3 1:50 P1 P2
 058 - K - 07 - 512 K2 1B-2P-04 A3 1:50 P1 P2
 058 - K - 07 - 513 K2 1B-2P-05 A3 1:50 P1 P2

058 - K - 07 - 514 K2 1B-2P-06 A3 1:50 P1 P2
058 - K - 07 - 515 K2 2B-3P-01 A3 1:50 P1 P2
058 - K - 07 - 516 K2 2B-3P-01-W A3 1:50 P1 P2
058 - K - 07 - 517 K2 2B-3P-02 A3 1:50 P1 P2
058 - K - 07 - 900 Bird and Bat Box Location A1 1:200 P1 P2

(00) 000 Block M3 / M4 - Location Plan
(00) 001 Block M3 / M4 - Unit Types
(00) 002 Block M3 / M4 - Tenure Mix
(00) 003 Block M3 / M4 - Parameter Plan
(00) 100 Block M3 / M4 - Ground Floor Plan
(00) 101 Block M3 / M4 - First Floor Plan
(00) 102 Block M3 / M4 - Second Floor Plan
(00) 103 Block M3 / M4 - Roof Plan
(00) 110 3B/5P - Ground Floor Plan
(00) 111 3B/5P - First Floor Plan
(00) 120 4B/7P - Ground Floor GA
(00) 121 4B/7P - First Floor GA
(00) 122 4B/7P - Second Floor GA
A (00) 100 Block A - Proposed Ground Floor Plan
A (00) 101 Block A - Proposed First Floor Plan
A (00) 102 Block A - Proposed Second Floor Plan
A (00) 103 Block A - Proposed Roof Plan
B (00) 100 Block B - Proposed Ground Flood Plan
B (00) 101 Block B - Proposed First Floor Plan
B (00) 102 Block B - Proposed Second Floor Plan
B (00) 103 Block B - Proposed Roof Plan
C (00) 100 Block C - Proposed Ground Floor Plan
C (00) 101 Block C - Proposed First Floor Plan
C (00) 102 Block C - Proposed Second Floor Plan
C (00) 103 Block C - Proposed Roof Plan
(00) 200 Proposed North / South Elevations
A (00) 200 Block A - North Elevation
A (00) 201 Block A - South Elevation
A (00) 202 Block A - East Elevation
A (00) 203 Block A - West Elevation
B (00) 200 Block B - North Elevation
B (00) 201 Block B - South Elevation
B (00) 202 Block B - East Elevation
B (00) 203 Block B - West Elevation
C (00) 200 Block C - North Elevation
C (00) 201 Block C - South Elevation
C (00) 202 Block C - East Elevation
C (00) 203 Block C - West Elevation
A (00) 300 Block A - Section A-A
A (00) 301 Block A - Section B-B
B (00) 300 Block B - Section C-C
C (00) 300 Block C - Section D-D
(90) 900 Block M3 / M4 - Drawing Issue Sheet
(90) 901 Block M3 / M4 - GIA Schedule

(90) 902 Block M3 / M4 - NIA Schedule - SqFt
(90) 902 Block M3 / M4 - NIA Schedule - SqM
(90) 904 Block M3 / M4 - Amentiy Schedule
(90) 905 Block M3 / M4 - GEA Schedule - SqM

C0044 L100 Landscape Masterplan Ground Floor
C0044 L101 Landscape Coloured Masterplan
C0044 L104 Landscape Masterplan Roof Level
C0044 L200 Hard Landscape Plan Ground Floor
C0044 L300 Soft Landscape Plan Ground Floor
C0044 L500 Typical Ground Floor and Podium Sections
C0044 L501 Typical Ground Floor and Podium Sections
C0044 L900 Landscape Masterplan Play Spaces

West Hendon Phase 4 Reserved Matters Planning and Development Specification
Conformity Statement (November 2016, Quod, Doc Reference Q10102)

West Hendon Phase 4 Reserved Matters Design and Access Statement (November 2016)

West Hendon Phase 4 Reserved Matters Transport Statement (November 2016)

West Hendon Phase 4 Reserved Matters Transport Statement Addendum (6 April 2017)

West Hendon Phase 4 Reserved Matters Environmental Statement of Conformity (November 2016)

West Hendon Phase 4 RM4/12 Daylight, Sunlight and Overshadowing Analysis (November 2016)

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. Secured by Design

(a) Prior to commencement of the development, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve full Secured by Design Accreditation.

The development shall only be carried out in accordance with the approved details.

(b) Prior to the first occupation of each building or part of a building or use, a 'Secured by Design' accreditation shall be obtained for such building or part of such building or use.

4. Access Routes – Block M

Prior to commencement of the development, plans shall be submitted to, and

approved in writing by the Local Planning Authority, demonstrating the following:

(a) Details of levels and gradients of the approach routes to Block M where a ramped approach is proposed; and

(b) The provision of secure fencing that encloses the area to the north of Building M3 where it adjoins the residential property to north (No. 12 Sorrel Mead) and prevents public access. This area shall be provided as soft landscaping to be incorporated as part of the rear gardens serving Building M3

5. Warner Close Car Park

Before commencement of this phase a scheme to relocate the 65 pay by phone spaces in Warner Close car park either on or off street shall be submitted to and approved in writing by the Local Planning Authority. Thereafter, the scheme shall be implemented prior to the demolition of the Warner Close car park.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic 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. Prior to the submission of the next Reserved Matters Application a parking review shall be undertaken to identify locations for the re-provision of the 65 pay by phone car parking bays. Details are to be submitted and approved by the Local Planning Authority.

Reason: To ensure that adequate and satisfactory provision is made for the parking of vehicles in the interests of pedestrian and highway safety and the free flow of traffic 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.

7. Before the permitted development commences details of the refuse collection arrangements to allow refuse vehicles to collect from suitable acceptable distance confirmed by London Borough of Barnet Waste Collection shall be submitted to and agreed by the Local Planning Authority.

Reason: In the interest 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.

2. In aiming to satisfy Condition 3, the applicant should seek the advice of the Metropolitan Police Service Designing Out Crime officers (DOCOs). The services of MPS DOCOs are available free of charge and be contacted via docomailbox.nw@met.police.co.uk.
2. The applicant/developer should refer to the current “Code of Practice for Works affecting the Canal & River Trust” to ensure that necessary consents are obtained (<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice>).
4. Tree and shrub species selected for landscaping/replacement planting provide long term resilience to pest, diseases and climate change. The diverse range of species and variety will help prevent rapid spread of any disease. In addition to this, all trees, shrubs and herbaceous plants must adhere to basic bio-security measures to prevent accidental release of pest and diseases and must follow the guidelines below.
5. An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Bio-security, trees should not be imported directly from European suppliers and planted straight into the field, but spend a full growing season in a British nursery to ensure plant health and no infection by foreign pests or disease. This is the appropriate measure to address the introduction of diseases such as Oak Processionary Moth and Chalara of Ash. All trees to be planted must have been held in quarantine.

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 to tackle poor quality housing, social isolation and to transform these areas into successful mixed tenure places.

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 the Planning and Environment Committee on 19 March 2008, with outline planning permission granted on 1 July 2008 under application W/13987/04.

The Council entered into a development agreement with the key regeneration partners in 2006 making a commitment of 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 Section 106 Agreement was also approved in December 2007 for the Pilot Phase 1A (Referred to as Phase 1) which comprised the demolition of existing buildings and construction of a part two, part three storey terrace of 6 no. dwellings with a new access road off Tyrrel Way and 2 no. two storey semi-detached dwellings fronting Cool Oak Lane with provision for car parking spaces and landscaping. Phase 1 has been implemented.

A Reserved Matters Application (RMA) for Phase 2A Lakeside (Referred to as Phase 2) was subsequently approved on 22 December 2008 under application H/04103/08. This provided for the construction of 186 dwellings and has been implemented in full.

Following the development of the above two phases, financial constraints meant that the remaining phases of the outline consent were not possible and in 2011 Barratt Metropolitan LLP (BM LLP) engaged in discussions with the London Borough of Barnet to amend the consent.

A new professional team was employed by BM LLP in September 2011 in order to revisit the approved Masterplan with a view to finding a viable solution for the future regeneration of the West Hendon Estate. Following this review a revised masterplan was subsequently developed and a new hybrid planning application (H/01054/13) submitted for its approval in 2013.

The Scheme comprised the demolition of existing buildings on the estate and:

- Construction of up to 2,000 residential units (maximum 202,000m² GEA);
- Provision of 3,870 m² GEA community use (Use Class D1) including land for a two-form entry primary school and nursery and community centre;
- Provision of 1,766m² 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; and
- Two pedestrian bridges across the Welsh Harp reservoir (across the Silk Stream and adjacent to the existing Cool Oak Lane bridge.

The Planning and Environment Committee, at its 20 July 2013 Meeting, resolved to grant conditional approval to the Scheme. The 2013 permission comprised both detailed and outline components and is being delivered by a phased programme of demolition and redevelopment.

As shown by the area shaded purple on *Attachment 7 – Hybrid Planning Permission*, the detailed element of the 2013 Permission, the area to the south-west of the Estate adjoining the Welsh Harp and a small portion of the street block bound by Perryfield Way, related

solely to Phase 3A and provided for the construction of 358 new residential dwellings and 131 square metres of commercial floor space within buildings ranging from five (5) to twenty-six (26) storeys in height. Phase 3A reached practical completion in June 2016. The remainder of the Scheme that was approved in outline form is required to obtain detailed planning permission by way of reserved matters applications.

Application H/03991/14 was submitted in June 2014 and which sought a number changes to the phasing of the development. The changes incorporated the transfer of various blocks from Phase 3C into Phases 3A and 3B. This resulted in the delivery of Block E2 under Phase 3A, Blocks F1, F2, F3 and F4 being delivered under Phase 3B and Blocks G4, H3 and H4 remaining within Phase 3C. The proposed 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.

The first Reserved Matters Application (RMA) relating to the 2013 Permission was subsequently received on 17 December 2014 during the construction of Phase 3A and under application 14/07694/RMA. As shown in *Appendix 8 – Phases 3B and 3C*, the RMA sought detailed planning permission for Phases 3B and 3C comprising the construction of 298 residential dwellings, commercial floor space totalling 1,245 square metres and 18 square metres of SSSI Warden Accommodation (as required under the 2013 Permission). The Planning Committee, at its Meeting held 26 March 2015, resolved to grant conditional approval to the application.

Figure 1 – 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), 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.	Approved 2 July 2008
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	<p>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:</p> <ul style="list-style-type: none"> Outline permission for the demolition of existing buildings and the construction of up to 1,642 new residential units (Class C3); up to 3,870m² (GEA) of D1 Class floorspace comprising nursery and primary school and community centre uses and up to 1,635m² (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. 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 131m² (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. <p>Submission of Environmental Statement.</p>	<p>Approved 20 November 2013</p> <p>Included for a Section 106 Agreement</p>
H/03991/14	West Hendon Estate NW9	<p>Variation to 106 contribution to change sub phasing pursuant to planning permission H/01054/13 dated 20/11/13 for:</p> <p>"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:</p> <p>Outline submission for the demolition of existing buildings and the construction of up to 1642 new residential units (Class C3); up to 3,870m² (GEA) of D1 Class floorspace comprising nursery and primary school and community centre uses and up to 1,635m² (GEA) 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 131m² (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</p>	<p>Approved November 2014</p> <p>Included a Deed of Variation to the Section 106 Agreement</p>

		parking, associated landscaping and public realm works, associated highway works, energy centre, and interim works. Submission of Environmental Statement.”	
14/07964/RMA	West Hendon Estate NW9	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 ² (Use Class A and B1) and 18m ² SSSI Warden Accommodation pursuant to condition 3 of Hybrid Planning Approval H/01054/13 dated 20th November 2013.	Approved 26 March 2015

Detailed approval has been granted for Phases 3A, 3B and 3C. Phase 3A has reached practical completion and Phase 4 is the next phase for which detailed approval is sought as part of the Regeneration Scheme.

2. MATERIAL CONSIDERATIONS

2.1 Key Relevant Planning Policy

National Planning Policy Framework (NPPF)

In March 2012, the Government published the National Planning Policy Framework (NPPF) which streamlines national planning policy into a consolidated set of priorities replacing Planning Policy Statements and Planning Policy Guidance. As outlined under paragraph 14, the fundamental premise of the NPPF is the delivery of sustainable development and economic growth with the presumption in favour of sustainable development being the golden thread of the document (p.4).

The purpose of the planning system is therefore to contribute to the achievement of sustainable development through supporting mutually beneficial outcomes in a social, economic and environmental sense as follows:

- Social role of supporting strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations and by creating a high quality built environment;
- Economic role of contributing to building a strong, responsive and competitive economy; and
- Environmental role of contributing to the protection and enhancement of our natural, built and historic environment.

The interconnected nature of the above roles means they are not to be viewed in isolation but rather as cross dimensional functions. Any development of the Site will therefore be required to bring forward mutually beneficial outcomes. For example and as outlined under paragraph 8 of the NPPF (2012, p.3):

“economic growth can secure higher social and environmental standards, and well-designed buildings and places can improve the lives of people and communities”.

In this regard the NPPF is clear in directing that:

“planning should operate to encourage and not act as an impediment to sustainable growth” (2012, p.6).

The London Plan (March 2016)

The London Plan is the spatial development strategy for London and provides a strategic plan for London through establishing an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

The London Plan legally forms part of the statutory development plan for Barnet and therefore relevant London Plan policies need to be taken into account when planning decisions are taken.

Relevant London Plan policies are as follows:

- Policy 1.1 – Delivering the strategic vision and objectives for London*
- Policy 2.2 – London and the wider metropolitan area*
- Policy 2.6 – Outer London: vision and strategy*
- Policy 2.8 – Outer London: transport*
- Policy 2.13 – Opportunity Areas and Intensification Areas*
- Policy 2.18 – Green Infrastructure: the network of open and green spaces*
- Policy 3.2 – Improving health and addressing health inequalities*
- Policy 3.3 – Increasing housing supply*
- Policy 3.4 – Optimising housing potential*
- Policy 3.5 – Quality and design of housing developments*
- Policy 3.6 – Children and young people’s play and informal recreation facilities*
- Policy 3.7 – Large residential developments*
- Policy 3.8 – Housing choice*
- Policy 3.9 – Mixed and balanced communities*
- Policy 4.7 – Retail and town centre development*
- Policy 4.8 – Supporting a Successful and diverse retail sector*
- Policy 5.1 – Climate change mitigation*
- Policy 5.2 – Minimising carbon dioxide emissions*
- Policy 5.3 – Sustainable design and construction*
- Policy 5.6 – Decentralised energy in development proposals*
- Policy 5.7 – Renewable energy*
- Policy 5.9 – Overheating and cooling*
- Policy 5.10 – Urban greening*
- Policy 5.11 – Green roofs and development site environs*
- Policy 5.12 – Flood risk management*
- Policy 5.13 – Sustainable drainage*
- Policy 5.14 – Water quality and wastewater infrastructure*
- Policy 5.15 – Water use and supplies*
- Policy 5.17 – Waste capacity*
- Policy 5.21 – Contaminated land*
- Policy 6.1 – Strategic approach*
- Policy 6.3 – Assessing effects of development on transport capacity*

Policy 6.7 – Better streets and surface transport
Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.13 – Parking
Policy 7.1 – Building London's neighbourhoods and communities
Policy 7.2 – An inclusive environment
Policy 7.3 – Designing out crime
Policy 7.4 – Local character
Policy 7.5 – Public realm
Policy 7.6 – Architecture
Policy 7.7 – Location and design of tall and large buildings
Policy 7.8 – Heritage assets and archaeology
Policy 7.13 – Safety, security and resilience to emergency
Policy 7.14 – Improving air quality
Policy 7.15 – Reducing noise and enhancing soundscapes
Policy 7.18 – Protecting local open space and addressing local deficiency
Policy 7.19 – Biodiversity and access to nature
Policy 7.21 – Trees and woodlands
Policy 8.1 – Implementation
Policy 8.2 – Planning obligations

It is further noted that the Mayor's Housing Supplementary Planning Guidance (May 2016) provides guidance on how to implement the housing policies in the London Plan.

Barnet's Local Plan (September 2012)

The Local Plan is the development plan and the statutory basis for decision making. Proposals that are consistent with the Local Plan should be approved without delay, unless material considerations indicate otherwise. Barnet's Local Plan consists of a suite of Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs).

Relevant Core Strategy DPDs:

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

The Development Management Policies DPD also forms part of the suite of documents that constitute Barnet's Local Plan.

Relevant Development Management Policies DPDs:

- 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 (October 2016)*
- *Sustainable Design and Construction SPD (October 2016)*

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. It has been previously established that the planning obligations included within the Hybrid Planning Permission, and which also pertain to subsequent reserved matters submissions, are legitimate and appropriate under these regulations.

3. DESCRIPTION OF SITE AND SURROUNDINGS

3.1 Site Location and Context

Situated in the south west area of the Borough, the site is located within the West Hendon ward which borders the neighbouring Borough of Brent. As shown in *Attachment 9 – Aerial Photograph*, the West Hendon Estate is a unique site that is characterised by a set of diverse interfaces at each edge of the site boundary in terms of scale, use and character.

The eastern edge of the site is bound by the heavily trafficked Broadway (A5) containing a mixture of Victorian and more recent commercial and residential units. The rear of properties fronting the Broadway range between 3 and 6 storeys in height and are in varying states of condition and repair. Hendon railway station is located approximately 800 metres to the east of the site.

The Welsh Harp is located to the west of the site and possesses significance due to its relationship with the Site of Special Scientific Interest (SSSI). The Silk Stream becomes the Welsh Harp SSSI and encloses the north western boundary of the site. The site looks out across the Welsh harp towards West Hendon playing fields and Metropolitan Open Land.

Ramsey Close to the north of the site consists of two storey semi-detached houses built in the 1980s with rear gardens backing onto the site. The southern edge of the site is bordered by the rear gardens of the two storey properties on Cool Oak Lane.

Prior the commencement of the regeneration scheme, West Hendon Estate was characterised by a number of issues related to its design, layout and construction, whilst also suffering from problems such as crime and anti-social behaviour. These issues included:

- 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;
- Rear of existing properties to the Broadway left unresolved following demolition of previously existing 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 as a dominating feature upon arrival to the estate; and
- Poorly managed boundary with SSSI leading to unauthorised access.

3.2 Recent Construction on Site

The two blocks developed for the detailed part (Phase 3A) of the 2013 Permission were Blocks E and G1/G2. The location of these buildings was chosen to facilitate commencement of the Scheme on the basis of no demolition work being required and due to their proximity to the new public space (Broadway Place/The Green) linking the Broadway to the Welsh Harp. Building G1/G2 is located to the east of the site on the old location of the Perryfield Way car park. It occupies the highest part of the site and encloses an existing block of residential and commercial properties fronting the Broadway.

The current location of the Perryfield Way gyratory will become East Street with Block G1/G2 being located at the intersection of East Street and Broadway Place/The Green leading to the Welsh Harp.

Block E is located to the west of the site adjacent to, but set back from the Welsh Harp. It occupies one of the lower areas of the site, overlooking the Welsh Harp and York Park. As shown in *Appendix 10 – Scheme Progress*, Blocks E1, E2, E3, E4, G1 and G2 are now complete. Construction work associated with Block F is currently underway with demolition works associated G4, H3 and H4 due to commence later this year.

4. DESCRIPTION OF THE PROPOSED DEVELOPMENT

This application seeks detailed approval of reserved matters relating to layout, scale, appearance, access and landscaping in respect of Blocks H, J, K and M, forming Phase 4 of the West Hendon Estate Regeneration Scheme and involving demolition of Existing Buildings (Nos. 33-125 Tyrrel Way, Nos. 11-72 Warner Close and the Car Park between Tyrell Way and Warner Close) and construction of 611 Residential Units (418 Market Value Units and 193 Affordable Housing Units) including Basement Car Parking, Major Highways Works and New Landscaped Public Space.

Block H (Buildings H1 and H2)

Buildings H1 and H2 will form the completion of Block H by integrating Buildings H3/H4 (being delivered under Phase 3C and which will form the southern boundary to Broadway Place) with the rear of properties fronting West Hendon Broadway.

Building H1 is a six story building containing 47 Market Units configured as a L shaped block framed by Milton and Stanley Road to its secondary frontages and East Street to its primary frontage. Primary entrance to the building is located off East Street with a row of duplexes that wrap around to Milton Road providing an active frontage to the street. A mix of 1, 2 and 3 bedroom units are proposed.

A polychrome brick palette is used to break down the scale of the main façade and the building is arranged with access galleries to the rear and main fronts facing the street. Material palette is two types of brick with the use of metal mesh for balcony balustrades and aluminium window frames. Public realm offered as part of Building H1 is its street frontage to East Street and Milton Road. A private courtyard is provided for the use of residents of this building.

Building H2 is a four storey building containing 39 shared ownership flats and located between Milton Road and the reconfigured Perryfield Way (East Street) that will integrate with Phase 3C. The main entrance is centrally located and divides the ground floor into two sides with a row of duplexes to one side and flats to the other. A mix of 1, 2 and 3 bedroom units are proposed, accessed from external galleries that connect to a central core on the upper floors.

A private courtyard serving Building H2 is located at first floor level on top of the plinth. All units include a balcony for private amenity space. Brick is the primary material proposed for facades. Aluminium windows and balconies with cantilevered glass balustrades complete the material palette for the main elevation with balcony sizes vary depending upon the unit typology. Street frontage is provided to East Street with the provision of a private courtyard for the use of residents of this building.

Block J (Buildings J1 – J6)

Block J consists of a group of four buildings ranging in height of between 2 and 8 storeys and which surround two courtyards forming shared amenity space for residents. Block J includes a combination of Market and Affordable Units comprising flats and duplexes.

Block J is located in the centre of the Masterplan with four external facades that form the interface with a variety of public spaces and streets whilst the inner courtyards provide a private, landscaped zone for residents of these buildings. Buildings along East and West Streets include duplex units on the two lower levels providing an active street frontage and passive surveillance. All units have a balcony, terrace or garden for private amenity space. The majority of units are dual aspect and there are no north facing single aspect units.

The buildings follow massing principles established under the Illustrative Masterplan with higher elements running north to south and lower blocks east to west to allow for good daylight levels throughout the site and within the courtyards.

The design employs double height spaces at entrances and access points to the courtyards announce the entry points along East and West Streets whilst also providing sheltered entrances within the building footprint.

The façade is constructed from brickwork, painted steel (balconies) and aluminium window frames. The material palette is predominantly brick with an alternating brick colour proposed for the lower two storeys of the long elevations. Balcony sizes vary depending upon the unit typology. Street frontage is provided to East and West Streets with an active interface to The Green. The courtyards are accessible at grade from East Street. Due to the level change of 3 metres between East and West Streets, the West Street entrance to the courtyards is provided by a flight of stairs with level accesses provided from East Street.

Block K (Buildings K1 and K2)

Located in the south-western corner of the Masterplan on the waters' edge of the Welsh Harp SSSI and having a direct interface with York Park, The Green, West Street and a pocket park, Block K contains a total of 186 Market Units.

The lower component of Block K (Building K1) holds the bottom corner of where the strategic linear open space (York Park) intersects with The Green. Building K2 rises to 21 storeys and is the second of four tall buildings that were established within the Illustrative Masterplan and approved in outline under the 2013 Permission. Building K1 is predominantly comprised of 3 bedroom units whilst Building K2 consists of 1 and 2 bedroom units.

Buildings K1 and K2 are joined by a brick base that is level with West Street and a storey high towards the Welsh Harp SSSI which encloses the basement car park for these buildings. Both blocks feature deep balconies maximising private amenity space facing the reservoir.

Block K is a solid block that has been modelled in response to its four facades that propose the use of two brick types – a darker brick for Building K1 and a two tone brick pattern for Building K2. In addition to alternating brick courses for Building K2, a contrasting recessed brick band at every floor level is also proposed to create variation through the use of materials and provide visual interest that will also assist in moderating the visual impact associated with the height of the building.

Metal railings are used on all facades facing the Welsh Harp SSSI and throughout Building

K2. With the exception of the south façade, all Building K1 balconies feature cantilevered glass balustrades with balcony sizes relating to the flat typology. Block K provides an active relationship with The Green, York Park, West Street and a pocket park proposed to the south of Block K2. A private courtyard is provided for the use of residents of this building that is accessed through a gate or via the residential lobby at grade.

Block M (Buildings M3 and M4)

Located within the south-eastern edge of the site and situated between the residential properties constructed as part of Phase 1 of the Illustrative Masterplan, Buildings M3 (Two buildings) and M4 consists of 15 townhouses arranged over three buildings.

Buildings M3 and M4 comprise a mix of 3 and 4 bedroom Market and Affordable Housing units that are all dual aspect dwellings facing north-west and south-east. The proposed dwellings are provided with individual gardens for private amenity space accessed internally through bi-folding doors and with secure rear access to gardens. Bins are enclosed in expanded aluminium mesh stores to the front of the properties – obscured from public view and ventilated.

Major Highway Works

Phase 4 will deliver key transport infrastructure improvements through the provision of Major Highways Works proposed under this application:

- Construction of a new access at Ravenstone Road connecting with West Hendon Broadway comprising two lanes outbound and one lane inbound including signalisation of the pedestrian crossing over the estate access road;
- Improvements to Cool Oak Lane signalised junction with the A5 including improved geometry for vehicles turning left into Cool Oak Lane from the A5;
- provision of a two lane approach for the A5 northbound and Cool Oak Lane;
- provision of staggered pedestrian crossings with a central island on the northbound A5 approach;
- carriageway widening to Station Road to create two lanes ahead and one right turn lane;
- Widening of Cool Oak Lane to accommodate two ahead and one right turn lanes together with a staggered pedestrian crossing with a traffic island;
- Provision of controlled pedestrian crossing north of Borthwick Road on the A5;
- Provision of controlled pedestrian crossing south of Stanley Road including a central island;
- Removal of Perryfield way gyratory and widening of Station Road to allow two-way flow with two right turn and one left turn lanes westbound and one merging lane eastbound including provision of staggered crossing;

- Removal of northbound and southbound bus lanes between Cool Oak Lane and Perryfield Way and Garrick Road and Park Road respectively;
- Creation of a left-in left-out priority junction with West Hendon Broadway at Milton Road (enforced by means of a central kerbed median strip);
- Reversal of one-way traffic flow on Herbert Road;
- Closure of vehicular access to Stanley Road and Borthwick Road;
- Provision of a right turn lane into Garrick Road from the A5;
- Re-paved footways between Ramsey Close and Cool Oak Lane on the A5 and to the junction with Hendon Station along Station Road;
- Construction of a new access at Ravenstone Road connecting with West Hendon Broadway comprising two lanes outbound and one lane inbound including signalisation of the pedestrian crossing over the Estate access road;
- Re-provision of the bus stand from Perryfield Way to Wilberforce Road; and
- Creation of two-way traffic flow on Wilberforce Road between Station Road and Herbert Road.

A key component of the proposed works will be to the central section of West Hendon Broadway which will be realigned to accommodate the new junctions and the closure of the Perryfield Way gyratory. This will involve the introduction of direct right turn movements between the A5 and A504 Station Road and the site via the junctions noted above.

Proposed Major Highway Works also involve the widening of Station Road and the introduction of two-way traffic flow from the A5 to the M1 over-bridge allowing the removal of through traffic from Garrick Road, Wilberforce Road and Herbert Road. The new layout will provide a fully linked signalised layout with two lanes for all traffic northbound and southbound on the A5 which results in the removal of the short section of bus lanes currently providing some bus priority along this corridor.

New Public Space

As shown in *Appendix 11 – Landscape Parameter Plan*, the 2013 Permission is structured around a coherent framework of public places and open spaces. The primary areas of public open space (York Park, The Green and Broadway Place) have been approved under the 2013 Permission and Planning Permission 14/07964/RMA for the approval of reserved matters relating to Phases 3B and 3C.

Major Highway Works proposed under Phase 4 will reconfigure the existing street layout in order to create a permeable pedestrian environment that will reinforce the character and interrelationship of the new public space being delivered. The removal of the Perryfield Way gyratory and creation of East and West Streets are key underpinnings that will facilitate the transformation of the Estate.

East and West Streets will be of coherent appearance but will change in character with East Street being more ordered and urban with West Street becoming more varied adjacent to the Welsh harp and reflecting the street hierarchy established under the Illustrative Masterplan and as shown in *Appendix 6 – Street Hierarchy*.

In addition to the delivery of Major Highways Works that are key to the regeneration of the estate, the construction of Blocks J and K will also complete the south side of the Green that will define the new public space at the heart of the redevelopment.

5. CONSULTATIONS

5.1 Public Consultation

6,806 local residents were consulted on the application by letter with a four week consultation period from 27 January – 23 February 2017. Site and local press notices were carried out on 26 January for 2017. The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy.

Public Response

One response neither objecting nor supporting the proposal was received. The submission identified inadequate lighting requesting the provision of brighter street lighting for the safety of future residents in light several incidences of crimes.

Response to Residents Comments:

Street lighting requirements falls under the jurisdiction of the Council's Street Lighting officers. It is noted that Condition 89 of Hybrid Planning Permission requires details of street lighting to be submitted on a phase by phase basis to ensure proposed lighting to ensure an appropriate standard of street lighting is maintained across the Scheme.

5.2 Statutory Consultations

Consultations Undertaken

The following consultees were notified but have not provided any comments on the application:

Greater London Authority	Princes Park Football Club
Transco	Brent Sports Council
Welsh Harp Conservation Group	Training Ship Broadsword
Barnet NHS	Welsh Harp Sailing Group
West Hendon Residents Association	Phoenix Canoe Club
Barnet Clinical Commissioning Group	Royal Society for the Protection of Birds
Welsh Harp Environmental Education Centre	Affinity Water
	Thames Water

Whilst no responses have been received from the above consultees, any comments

received before the Committee Meeting will be reported verbally or by way of an Addendum to the Committee Report.

Consultation Responses Received

Transport for London (TfL)

On 10 March 2017 TfL made the following comments:

1. The permission indicates that car parking will be provided at 0.8 spaces per unit. The Phase 4 boundary with 94 parking spaces provided as surface parking and 474 spaces in Undercroft/Basement parking. The applicant should clarify how this equates to a parking ration of 0.8 Transp
2. 72 accessible spaces are proposed which is supported and the provision of Electric Vehicle Charging Points (EVCPs) is welcomed; TfL requests that their location is identified on plans.
3. The applicant proposes 922 cycle spaces. The proposed quantum would represent a provide details of residential short stay cycle parking. The London Plan requires 1 short stay space per 40 residential units. The design of cycle parking is considered London
accepta
4. TfL have no objection to the proposed refuse arrangements subject to what has been agreed with the Council.
5. The development involves major highway works which is acceptable; TfL request the program

The applicant provided the following response to the above comments:

Applicants Response to TfL 3 April 2017

1.

Table 2.1

Phase 4 - Parking Provision

Block	No. of Units	Parking requirement for Phase 4	Parking requirement within Phase 4 boundary	Surface parking within Phase 4 Boundary	Undercroft /basement parking in H2, J & K, within Phase 4 boundary
Block H1-2	86	69	69	19	50
Block J	324	259	259	18	241
Block K	186	148	125	16	109
Commercial	0	65	29	29	0
Phase 1 & 2	194	74	74	0	74
Block M	15	12	12	12	0
Total		627	568	94	474

Note the above is based on;

1. Block K: 23 car spaces are in phase 3, building F
2. Commercial: 36 car parking spaces of 65 are within phase 3 boundary
3. Phases 1&2: 47 existing surface spaces are retained and 73 spaces retained in building L Basement
4. Motor cycle spaces required: 1 per 20 car spaces = 30 motorcycle spaces
5. Cycle spaces required: 1 per 1 bed, 2 per 2+ bed = 922 cycle spaces (TfL 2013 calcs)

"The above table can be found in the Phase 4 RM Transport Statement and is broken down as follows:

Total No. of Units in PH4 is 611 → $611 \times 0.8 = 488$ spaces required

Part of phase 4 is to be constructed on the existing surface level car park in Shearwater Drive currently serving Block L (phases 1 and 2) → There are a total of 194 units in Phases 1&2 which at the time was based on a ratio of 1:1 thus a total of 194 spaces are still required and are to be retained. As stated in note 2 of the table; Of the 194 required → 47 spaces will remain in the existing surface level car park and 73 spaces are retained in the basement of Block L. Thus a loss of $194 - 47 - 73 = 74$ → Therefore the loss of 74 Phase 1&2 spaces must be re-provided as part of the Phase 4 development.

Part of phase 4 is also to be constructed on the existing surface level Warner Close car park containing 65 commercial spaces (pay-by-phone). All 65 spaces are to be re-provided.

Resulting in a total number of required spaces as part of Phase 4 being $488 + 74 + 65 = 627$

The table also identifies how these are distributed. As per notes 1 and 2 under the table; of the 627 spaces required → 23 will be located in Block F Basement (constructed under Phase 3) and 36 of the commercial spaces will be located at surface level within Phase 3 → Hence; $627 - 23 - 36 = 568$ required within the Phase 4 Boundary.

This is then broken down further into surface level and basement provision and should be

self-explanatory.”

2.

“Drawing 765_06_07_099 P2 (as issued for planning) shows the location of the parking bays with electric charging. This drawing is also attached.”

3.

“A further 15 cycle bays are to be provided at street level for visitors, and these 15 bays have already been included around the site within the Allies and Morrison / Cameo & Partners drawings. These cycle bays meet the London Plan requirement of 1 short stay space per 40 residential units.”

4.

“No response required.”

5.

“The Major Highway Works programme was discussed in more detail at our recent DTM.

The outcome of the discussion was that we are too early in the design stage to prepare a programme with any certainty due to the many variables and unknown constraints at this stage. Key factors raised in the discussion included the likely timeframe in obtaining approval for the diversion of multiple utilities and CPO of required land to carry out the works.

High level target dates previously submitted to TFL are as follows:

TARGET DESIGN COMPLETE: 2017 / 18

TARGET CONSTRUCTION START: 2017 / 18

TARGET COMPLETION: 2018 / 19

We have commenced formal consultation with TFL via a number of standard avenues including the TMAN, TMAP and TI Workbook process. As these applications progress we will continue to develop the programme and target construction periods ensuring close liaison with TFL to ensure the works are coordinated with other schemes within the wider area.

We hope the above provides TFL sufficient comfort that the works have been formally notified and that TFL will be closely consulted throughout the design.”

On 12 April 2017 TfL made no further comments regarding the response provided and recommended that the Council approve the bus stand location and design as Local Planning Authority and as part of the wider decision on the application. The final response from TfL reiterated that the Council, as Highway Authority, will need to agree detail design and other operational requirements before works are completed on site and before the bus stands are handed over to TfL for operational use.

Natural England

Natural England (NE) raised no objection to the Phase 4 of the West Hendon Estate Regeneration Scheme advising that the proposal is unlikely to affect any statutorily affected sites or landscapes. In respect of bird monitoring, NE indicating that bird disturbance monitoring should continue for Phase 4, and that should any undue disturbance be recorded, then NE should be consulted. Condition 40 of the 2013 Permission addresses environmental monitoring consideration as they relate to the EMP and is required to be discharged on a phase by phase basis.

Environment Agency

The Environment Agency comments on 7 February 2017 advising of no comments in relation to the reserved matters application, noting that details of surface water drainage scheme will be required in accordance with Condition 22 of the 2013 Permission which is required to be discharged on a phase by phase basis.

Canal and River Trust

The Canal and River Trust (CRT) submitted a response on 14 February 2017 advising of no comment, however, requested an informative relating to the Code of Practice for works affecting the CRT.

National Grid

National Grid commented on 17 February 2017 advising of no objection.

Metropolitan Police

Metropolitan Police commented on 6 April 2016 requesting a condition and informative relating to Secure by Design. The condition and informative is recommended to be imposed.

Highways England

Highways England commented on 16 January that the application is a reserved matters application for a development which has been shown by previous investigation to have no archaeological interest on 16 and that no further assessment or conditions are necessary.

Historic England

Historic England commented on 7 February advising that no further assessment or conditions are necessary.

Brent Council – commented on 29 March 2017 advising of no objection to the proposal.

5.3 Internal Consultations

- Traffic and Development
- Transport and Regeneration
- Trees and Landscaping
- Environmental Health
- Urban Design
- Green Spaces
- Street Lighting
- Drainage
- Refuse
- Regeneration
- Housing

No objections were made however the following comments have been received:

Regeneration

“Regeneration officers fully support for the proposal recognising the significance of Phase 4 for ensuring the successful delivery of the West Hendon Estate Regeneration Scheme. The regeneration of the West Hendon Estate has been a key priority for the Council since first highlighted in the Councils 2000 Housing Strategy. As one of the Councils identified Priority Estates its regeneration is critical to delivering the not only new and affordable housing homes but a new, attractive and sustainable neighbourhood with supporting infrastructure and facilities serving existing and new communities.”

Urban Design

“The Architecture and Placemaking aspects of Phase 4 were the main elements discussed throughout the summer and autumn of 2016. Round table design discussions and presentations assisted in creating a very good synergy between the designers and planning prerequisites.

This Masterplan attempts to utilise a significant piece of land adjacent to the Welsh Harp. This type of lakeside living is rare and unique for London standards. The development is split into different phases, design consultancy started on blocks H, J, K and M and phase 4. In addition a design review panel was held to discuss these plots and Phase 4 in general on the 19th of August 2016.

The development comprises a variety of typologies, ranging from high rise apartment living, courtyard type developments, individual terraced dwellings and open spaces for the public and private open spaces for future residents.

Great focus was given to the pedestrian journey across phase 4 and how it links with the rest of the Masterplan. The designers were able to provide a proposal with easy to navigate streets, clear views to water and open areas, a legible height to width ratio on new streets and minimise pedestrian and vehicular interaction as much as possible.

The architecture is varied as we had three different design teams on board for this phase. The typologies, materials and forms are different but have common elements in the language of architecture. We were able to strike a good amount of differentiation in architecture which ultimately results in an environment that has more interest.

Open spaces offer a variety of outdoor activities suitable for all ages. Play spaces, places to sit and landscaped green all form the open space strategy for Phase 4. Great attention was paid to the landscaping as the designers wanted variety that can easily stitch to previous and subsequent phases. Finally a very good distinction between private and public space is designed.”

Traffic & Development and Transport & Regeneration (combined response)

Commented on 31 March and 3 April 2017 as follows:

Which residential roads are being considering for future adoption? The London Borough of Barnet generally does not support the following on adopted roads:

- Perpendicular parking
- Vertical deflection

If adopted, 45 degree entry and exit at the end of on street parallel parking bays are required to assist street cleaning.

Cycle Parking

The proposed cycle parking fails to take into account the London Plan short stay requirement of 1 space per 40 units, which equates to provision for a further 15 cycles. Cycle parking in Block J states '27 cycles K1' and '10 cycles K2'. Is cycle parking for Blocks K1/K2 proposed in Block J?

In total:

Block J = 347 cycle spaces.

Block K1/K2 = 76 cycle spaces

Block H2 = 68 H1 cycles / 63 H2 cycles

Therefore, the proposed provision is 591 cycle spaces. A total provision of 922 long stay spaces and 15 short stay spaces is required.

Motorcycle Parking

Motorcycle space provision has been based on 1 space per 20 car spaces, providing a total of 30 spaces. Have surveys of existing motorcycle demand at West Hendon been undertaken to provide confidence that this provision is sufficient?

Car Parking

Details of the ramps (gradient/headroom) in Blocks J and K are required. Headroom details within the car parks will be required.

Table 2.3 identifies 40 accessible car parking spaces in Block J. However, a total of 59 accessible car parking spaces are identified on Drawings 765_06_07_098 and 765_06_07_099. Provision in Block J is below that in Block H2 and K. Why?

Block H1 does not have internal parking. However, only one disabled space is located outside this block. Further provision adjacent to the block should be provided.

In response to Condition 69, 20% active and 20% passive provision of electric vehicle parking points is proposed. However, in response to Condition 71, rather than provide 20% of spaces with a charge point, passive provision at all covered spaces is proposed, with provision provided on demand. The latter does not meet London Plan active criteria.

The potential provision of bays on the Broadway, limited to 20 minute stays outside of the peak hours requires further detailed analysis and review.

Condition 98

The response to Condition 98 states: 'As there appears to be no overall increase in traffic it is not considered that any such changes are necessary to accommodate the additional traffic of the first units of Phase 4 in advance of the requirement for the major highway works.'

How many of the 1058 residential units permitted to be occupied prior to completion of the major highway works were actually being lived in at the time of the survey on the 6th June 2016?

Major Highway Works

The following reviews have been undertaken of the proposed design drawings DWGWHPAS-C-DWG-4400 and DWGWHPAS-C-DWG-4405 to 4410:

- A Technical Audit by Capita dated August 2016
- A Road Safety Audit by Capita dated October 2016
- A Designers Response to the Road Safety Audit by Ch2m Hill dated December 2016
- A Draft Road Safety Audit Exception Report by the London Borough of Barnet dated March 2017

The following points require clarification:

ACSLs are shown on the drawings within the RSA but not the West Hendon Phase 4 Reserved Matters TS. If the ACSL's have now been removed, although this may slightly increase capacity for vehicles this would impact on the promotion of cycling. Please confirm what is proposed, whilst we confirm with TfL their stance on ACSL provision.

There are pedestrian and vehicle conflict areas on Stanley Road. Therefore, pedestrian safe areas may be required.

Can it be confirmed that the loading bay on Station Road is being removed.

TS Appendix A Drg. No. 058-H1-07-120 Rev P2, 058-H2-07-120 Rev P2 - No dropped kerbs for refuse collection points within 10 metre drag distance.

TS Appendix B Drg. No. DWGWHPAS-C-DWG-4412 – It looks like a refuse vehicle is to reverse onto a ramp and collect. Refuse will not collect from ramps and this will need to be a level surface.

TS Appendix B Drg. No DWGWHPAS-C-DWG-4413 – Milton Road access from A5 is very tight and may result in vehicle over-run and a maintenance issue.

TS Appendix C – Has agreement be made for collection of bins from the A5?

The applicants response to the above comments can be found in *Appendix 11 – Transport Statement Addendum*. The Transport Statement Addendum has been assessed by Traffic & Development and Transport & Regeneration officers and found to satisfactorily address the above comments, subject to the imposition of two conditions requiring further detail to be provided in relation to car parking provision and refuse collection arrangements.

Trees and Landscaping

“The landscape proposals are suitable for the Scheme. Tree, shrub and herbaceous plants selected are appropriate and will in the long term develop and provide long term visual soft landscape amenity. The use of strata cells below hard surfacing is supported as this will provide high quality rooting zone for trees.

The submitted landscape management plan provides sufficient measures to ensure the successful implementation and aftercare for trees and shrubs. If the Scheme is fully implemented there will be quality amenity spaces around the regenerated estate. No conditions were requested however two conditions were suggested which are supported.”

6. KEY CONSIDERATIONS

6.1 Vision for the Regeneration Scheme – The Masterplan

The fundamental objective of the Masterplan is to secure the regeneration of the West Hendon Estate through transforming what is by current standards, a sub-standard quality of residential accommodation and disconnected external spaces into a well-connected, high quality and cohesive environment. Notwithstanding the complex and challenging nature of estate regeneration, the Design and Access Statement outlines three key aims that provide the key underpinnings of the Masterplan:

1. Make an enjoyable place to live. Integrating with its surrounding context and creating enjoyable places to live through the provision of public parks, play spaces and community facilities that will provide the backdrop for the newly proposed residential accommodation. Creating new pedestrian routes to link existing public open spaces and streets around site with increased residential densities providing for additional custom that will help to support and sustain local businesses on the Broadway.
2. Re-establish connections. Delivering a clear visual connection between the site and with the Welsh Harp SSSI whilst preserving its ecology. The proximity of the site to public transport services provides a well-connected location suitable for increased residential densities.
3. Create a distinct part of London. Deliver new homes together with public open space, improved pedestrian links and re-established connection to the Welsh Harp

SSSI together with access to community facilities in a high quality built environment to support a vibrant and sustainable neighbourhood.

6.2 Principle of the Development

The principle of development was established under 2013 Permission through approval of a Masterplan for the comprehensive regeneration of the West Hendon Estate. The assessment of the proposed development to be delivered as part of Phase 4 relates solely to those matters reserved for detailed approval in respect of layout, scale, appearance, access and landscaping.

6.3 Design Guidance

The Design and Access Statement (DAS) sets out the design objectives and evolution of the Scheme to date, describing the Illustrative Masterplan and the key principles underpinning the design which informed the Development Parameter Plans and Design Guidelines. It describes the detailed design principles and proposals of the design, including that of landscape design and public realm. An access statement is provided which focuses on the provision for access to the development and wheelchair housing and how this has been applied to the reserved matters submission.

The DAS highlights the fundamental considerations that have informed the design evolution based on the principles of the:

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.*

6.4 Parameter Plans

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.

The proposal complies with the provision of 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.

All the properties proposed to be demolished under Phase 4 are contained within the Parameter Plan and been previously identified for demolition.

Parameter Plan 003: Development Area

This plan shows the proposed building lines for the development along key elevations. The plan reflects the 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.

Parameter Plan 004 – Building Heights (Maximum and Minimum AOD)

This plan establishes maximum building heights across the site.

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 Broadway Place (0.1ha). Illustrative courtyards, these equate to 1.2ha of amenity space.

Parameter Plan 006 – Ground Floor Frontage Usage

This plan shows the land uses proposed at ground floor levels.

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.

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.

Parameter Plan 009 – Strategic Phasing

The strategic phasing plan illustrates the strategic approach to the phases delivery of the Regeneration Scheme. It includes development that has already been implemented under Phases 1 and Phase 2

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 as a result of the proposed Major Highways Works.

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.

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).

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 length of 50m.

The approved Parameter Plans are to be read in conjunction with the Design Guidelines and within the context of the overarching Development Specification document which provide for flexibility and variation with respect to the design of each phase, but within

defined parameters that ensure fundamental components such as affordable housing provision, open space and building heights comply with the 2013 Permission.

6.5 Design Guidelines

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.

7. PLANNING ASSESSMENT

7.1 The Development Framework (The 2013 Permission)

The 2013 Permission established a comprehensive development framework to facilitate delivery of the Regeneration Scheme. Notwithstanding detailed approval which was granted for Phase 3A and which has been implemented, in granting outline approval for all remaining phases of the Regeneration Scheme, the 2013 Permission established a comprehensive framework of controls to inform and guide reserved matters submissions.

7.1.1 Conditions of Approval

The 2013 Permission incorporated 103 conditions of approval, including that 8 are of fundamental significance to this reserved matters submission

Condition 1 established the boundaries between the area for which planning approval was granted in detail, and that granted approval in outline form.

Condition 2 established the timeframe within which the first reserved matters submission was required to be made whilst

Condition 3 required all remaining reserved matters submissions by 20 November 2018, being 5 years from the days of the 2013 Permission.

Condition 4 requires the Regeneration Scheme to be carried out in accordance with the mitigation measures established under the Environmental Statement.

Condition 5 requires that reserved matter submissions are made in accordance with the following plans and specifications:

- Development Specification Rev A
- Design Guidelines Rev A
- Parameter Plans (Referred to in Part 6.4 above)

Condition 5 requires a Statement of Compliance to be submitted with each reserved matters submission in accordance with the above plans and specifications. A Statement of Compliance has been submitted with the subject application and will be addressed as part of this assessment.

Condition 6 requires that no development shall take place within a phase of the outline permission until such time as the relevant reserved matters submission for that phase has been submitted to an approved in writing by the Local Planning Authority (LPA).

Condition 7 prevents variations to the Strategic Phasing Plan (Parameter Plan 009) unless it can be demonstrated that:

The proposed variation is unlikely to give rise to any new or significant environmental effects in comparison to the development as approved and as assessed in the Environmental Statement; or

- The application is accompanied by environmental information the scope of which has been previously agreed by the LPA to assess the likely significant effects on the development having regard to the proposed variation.

The subject reserved matters submission has been made in accordance with the above requirements.

There are also a number of conditions which can be described as static conditions which establish standards, requirements, parameters and controls over proposed made under reserved matters submissions in accordance with the 2013 Permission.

Condition 10 limits the number of Residential Units to be developed across the Regeneration Scheme to a maximum of 2,000 dwellings.

Condition 11 limits the total quantum of built floorspace for the Regeneration Scheme as follows:

- 202,000 m² of Residential (Use Class CS) floorspace
- 3,870 m² metres of Community Use (Use Class D1) floorspace
- 1,766 m² of Retail and relates uses (Use Classes A1-A5); Office (Use Class B1)

Condition 12 stipulates that no building within the outline component of the 2013 Permission shall exceed 29 floors in height.

Condition 13 mandates that all Residential Units shall be constructed to meet and achieve the Lifetime Home Standard and maintained for the life of the development

Condition 14 requires all Residential Units to be constructed to achieve not less than Code Level 4 in accordance with the Code for sustainable Homes

Condition 15 requires all non-residential units to be constructed to achieve BREEAM 'good'.

Condition 16 mandates that all Residential Units shall be constructed to achieve the minimum internal space standards set out in Table 3.3 of the London Plan (2011).

Condition 17 requires a minimum provision of 10 per cent of the Residential Units to be built to Wheelchair Housing Standards or easily adaptable for residents who are wheelchair users

Condition 18 specifies that the D1 Community use in Block G5 shall remain in community use unless it can be demonstrated that there is not sufficient demand to support such a use, in which case the use may transfer to Retail use, A1, A5 or Office (B1).

Condition 68 requires parking provided for each phase at a minimum of 0.8 spaces per Residential Unit. The condition also requires that parking spaces shall not be used for any other purpose other than for parking vehicles in connection with the approved development.

The subject reserved matters submission maintains compliance with the standards, requirements, parameters and controls as outlined in the above conditions.

There are also a number of conditions which require the submission of supporting information to be submitted with each reserved matters submission:

- Condition 22: Landscape Management Plan
- Condition 23: Invasive Plant Survey
- Condition 24: Surface Water Drainage Scheme
- Condition 25: FRA Conformity Statement
- Condition 36: Operational Site Waste Management Plan
- Condition 43: Land, Tree and Hedge Survey
- Condition 44: Bird/Bat Box Details
- Condition 51: Design Review Panel Report

- Condition 39: Conformity Statement/ Review of Ecological Management Plan

The above conditions have been submitted as separate applications but as part of the subject reserved matters submission. The above conditions have been assessed and found to satisfy the relevant statutory requirements and policy provisions and as such have been recommended for discharge as they relate, but separate to, the subject reserved matters submission.

7.1.2 *Section 106 Agreement*

In addition to the 103 conditions attached the 2013 Permission, there are also legal obligations sets out within the Section 106 Agreement that must be considered as part of any reserved matters submission.

A fundamental component of the Section 106 Agreement as it relates to this reserved matters submission is under Scheme B, Part1, Paragraph 2 which requires the Developer to provide no less than twenty-five per cent (25%) of the total number of Residential Units as Affordable Housing Units in accordance with the Affordable Housing Tenure Mix unless otherwise agreed in writing by the Council. The Affordable Housing Tenure Mix requires that a minimum of 43 per cent (43%) shall be provided as Social Rented Housing Units with the remainder being Intermediate Housing Units.

Furthermore, Schedule D, Paragraph 1 requires the Developer to submit to the Council with the first reserved matters submission for Phase 4, a detailed specification for the Major Highway Works for the Council's approval in writing. Paragraph 2 of Schedule D requires that the Developer shall not commence Phase 4 until detailed specification for the Major Highway Works has been approved by the Council.

7.1.3 *The Development Specification Document (DSD)*

Development Specification Revision a, referred to in respect of Condition 5 above, is a development control document

Table 1 below (Table 4.1 of the DSD) sets out the maximum permissible floorspace (GEA) m2 and the maximum number of Residential Units. Parts of Table 3.1 appear as explicit controls as set out under Conditions 11 (Floorspace) and 13 (Number of Residential Units) of the 2013 Permission and therefore take precedence over this table.

Table 1 –Proposed Maximum Floorspace (m2) (GEA) (DSD Table 4.1)

Use Class	Proposed GEA (m ²)	
	A	B
	Maximum Development Specification	Illustrative Masterplan
Total Residential (Use Class C3)	202,000	198,864
Community (Use Class D1)	3,870	3,870
Retail & Related Uses (Use Class A1 – A5); Office (Use Class B1)	1,766	1,766
Basement & Undercroft Car Parking	52,000	51,531
	Residential Units	
Residential Units	2000	2000

Notes:

1 All figures are gross external areas
2 The floorspace figures exclude external or rooftop plant
3 The floorspace figures include both the detailed planning permission and outline planning permission development areas
4 The above figures exclude extant planning permission H/01827/11 dated 31st January 2012 for land at Deerfield & West Hendon Social Club, 1-3 Station Road or any subsequent planning application for this site.
5 The above figures do not include any public, private, communal or child play space amenity.
6 The floorspace figures exclude any interim works undertaken during the course of the phased build out of this development and relate only to the completed development.
7 The maximum development specification floorspace includes an allowance for wheelchair accommodation
8 The Illustrative masterplan floorspace does not include an allowance for wheelchair accommodation

The application seeks a variation to the Basement and Undercroft Car Parking Area due to part infill of the proposed basement between Blocks J and K in order to create additional car parking than previously anticipated. This will see an increase of 9,030m² above the 52,000m² specification outlined above in order to provide a total basement area of 61,030m². The proposed variation will be addressed in further detail under *Part 7.1.5* below.

Table 4.2 of the DSD sets out the total residential floorspace to be demolished in order to facilitate the Regeneration Project. The proposed demolition of existing residential dwellings complies with the *Parameter Plan 002 – Buildings to be Demolished* and is therefore compliant in this regard.

Table 4.3 of the DSD establishes the minimum amount of affordable floorspace (22,446 m² NIA) to be provided as part of the Regeneration Project and which is also enforced through the obligations laid down under the Section 106 Agreement described above. Table 3.4 (below) sets out the Strategic Housing Mix for the Regeneration Scheme. Due to the phased nature of delivery, monitoring schedules have been provided as part of this application that tracks the progress towards delivery of the above requirements. The Strategic Housing Mix monitoring schedule submitted as part of the Planning and Development specification Conformity Statement accompanying the subject reserved matters submission demonstrates that Phase 4 maintains compliance with the Strategic Housing Mix established under the DSD.

Table 2 – Strategic Housing Mix (DSD Table 4.4)

Bed	Percentage Range
Private	
1 bed	20% - 35%
2 bed	45% - 65%
3 bed	10% - 20%
4 bed	0% - 5%
Intermediate	
1 bed	27% - 55%
2 bed	30% - 44%
3 bed	15% - 30%
Rent	
1 bed	20% - 30%
2 bed	48% - 60%
3 bed	10% - 20%
4 bed	4% - 8%

Table 3 below establishes the key development standards mandated under the 2013 Permission, also indicating which condition provides the enforcement mechanism.

Table 3 – Environmental Development Standards (DSD Table 6.1)

EDS ref.	Planning Condition	STANDARDS
		Energy
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

EDS ref.	Planning Condition	STANDARDS
		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.
		Sustainability
6	14	Code for Sustainable Homes level 4 (Nov 2010)
7	15	BREEAM New Construction 2011 '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)
		Parking
14	68	Prior to the commencement of each phase of the outline scheme details of the car parking spaces for that phase shall be provided to the Highways Authority prior to submitting to Local Planning Authority for written approval and shall not be used for any purpose other than parking of vehicles in connection with the approved development. Parking to be provided for each phase at a minimum of 0.8 spaces per residential unit.
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
		Air Quality
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

EDS ref.	Planning Condition	STANDARDS
		ventilation that draws in air from locations where there is compliance with objectives.
		Noise and Vibration
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).
		Housing
26	16	Table 3.3 London Plan Minimum Unit Size
27	17 (in part)	Section 2.19 of the DG Inclusive Design

7.1.4 Statement of Compliance

A Statement of Compliance accompanying the reserved matters submission is included below:

Table 4 – Statement of Compliance

	Condition	Document	Compliance
Fundamental	1	Development to be contained in the hybrid planning application boundary.	Yes
	2	Outline development commenced before 20 November 2018 or before the expiration of two years from the date of the approval of the last reserved matter, whichever is the latter.	Yes
	3	Reserved matters defined as layout, scale, appearance, access and landscaping with the first phase reserved matters to be submitted prior to expiration of five years from the date of this permission.	Yes
	4	Development commenced in accordance with Table 19.1 and 19.2 of the EIA (Environmental Mitigation).	Yes = see Document 5
	5	Reserved matters to be submitted in accordance with the Development Specification Revision A, the Design Guidelines Revision A and also the 11 Parameter Plans.	Yes – see this document and A&M DAS
	6	No development shall take place within the phase of the outline permission until reserved matters for that phase have been submitted to and approved by the Local Planning Authority.	Yes
	7	No variations to the strategic phasing plan unless the applicant can demonstrate that the change is unlikely to give rise to any new or significant environmental effects in comparison with the development as approved.	Yes – see Section 6 of this report
	10	The maximum number of residential units to be developed on the application site shall not exceed 2,000.	Yes – see A&M Monitoring Schedule (Document 11)

	11	The total quantum of built floorspace for the Development across the site shall not exceed the GEA for individual land uses comprising: a) 202,00sqm residential (Use Class C3) b) 3,870sqm Community Facilities (Use Class D1) c) 1,766sqm Retail and related uses (Use Class A1- A5); Office (Use Class B1).	Yes – see A&M Monitoring Schedule (Document 11)
Static	12	No building within the outline scheme shall exceed 29 floors in height.	Yes
	13	All 2,000 new residential units shall be constructed to meet and achieve the Lifetime Homes Standard and maintained for the life of the development.	Yes
	14	All residential units shall be constructed to achieve not less than Code Level 4 in accordance with the Code for Sustainable Homes.	Yes
	15	All non-residential units shall achieve BREEAM 'good'.	Yes
	16	All residential units shall be constructed to achieve the minimum internal space standards set out in Table 3.3 of the London Plan (2011).	Yes – see A&M DAS
	17	A minimum of 10% of the residential dwellings within the development approved shall be built to Wheelchair Housing Standards or easily adaptable for residents who are wheelchair users.	Yes – see A&M DAS
	18	The D1 community use in Block G5 shall remain in community use unless it can be demonstrated that there is not sufficient viable demand to support such a use, in which case the use may transfer to retail use, A1, A5 or office B1 (we consider that this transition of use would be in addition to the maximum floorspace requirements of condition 11).	N/A
Reserved Matters Condition Requirements	22	Landscape Management Plan – Landscape Management Plan.	Information submitted with RM
	23	An invasive non-native plants survey.	Information submitted with RM
	24	Detailed surface water drainage scheme.	Information submitted with RM
	25	Conformity statement with Flood Risk Assessment (FRA).	Information submitted with RM
	36	Operational Site Waste Management Plan (OWMP).	Information submitted with RM

	43	A land survey, tree and hedge survey and arboriculture implications assessment in accordance with the relevant British Standard(s).	Information submitted with RM
	44	Details of the proposed bird bricks, boxes or other appropriate features according to the nesting preferences of the species already associated with the site, or targeted priority species will be incorporated in new buildings as identified within the Environmental Statement.	Information submitted with RM
	51	Details of the proposed design review panel.	Information submitted with RM
	68	Parking to be provided for each phase at a minimum of 0.8 spaces per residential unit.	Yes – see A&M DAS and CH2MHill Transport Statement
Review Only			
	Condition	Document	Compliance
Reserved Matters Condition Requirements	39	Conformity Statement / review of the Ecological Management Plan.	Information submitted with RM
	50	Review of Estate Management Plan where necessary.	Information submitted with RM

7.1.5 Areas of Non-Compliance

The proposal seeks minor variations to the controls set out under the Development Framework that have arisen as a result of the detailed design process.

– Window Reveals –

Proposed brick depths of the Phase 4 elevations are one brick deep in lieu of a brick depth of 1.5 as set under the Design Guidelines. The applicant indicates that the basis for the proposed variation is associated with construction. The proposed variation to the window reveals are not considered to pose a material change to the overall visual appearance of the buildings, rather, it provides subtle variations and

– Break in Building Line between Blocks H4 & H3 and H2 –

A break in the building line between Block H4 & H3 and H2 is proposed in order to facilitate the provision of servicing off the Broadway for the retail unit under Block H4. This is due to a lack of through access onto East Street. The separation of these buildings will provide for a necessary access route not originally envisaged.

The proposed variation is considered minor in nature and inconsequential in terms of material impact. It is noted that due to the complex nature of the phases regeneration, it is acknowledged that there must be a degree of flexibility to provide for responsiveness to unforeseen changes that can arise as detailed design is developed.

- Block J (2 Storey block) below minimum specified building height –

The Building Heights Parameter Plan (Parameter Plan 004) set a minimum height allowance of 56.7 metres for the inner building of Block J. The proposed minimum building height of Block J has been set at 54.7 metres for the purpose of ensuring sufficient daylight and sunlight into the courtyard area.

The adjusted building height and resulting changes to building mass has been tested through daylight and sunlight analysis and found to be an acceptable solution. The grounds upon which the variation is being sought and the proposed reduction to minimum building height raises no concern.

7.2 Reserved Matters

7.2.1 Access and Layout

The previously existing West Hendon Estate possessed a lack of clear through routes into the site from surrounding areas with poor connections to the north or west, including a lack of any direct pedestrian linkages to the north for access to the West Hendon Playing fields, or to the leisure and recreation opportunities of the Welsh Harp to the west.

The delivery of Broadway Place and The Green as part of Phases 3B and 3C will create a new primary pedestrian route through the site. The Major Highway Works forming part of Phase 4 and the creation of East and West Streets will establish a new street hierarchy based on an accessible and integrated layout that will improve access around and across the site.

The design of the main streets which are parallel to the Welsh Harp and the Broadway have been conceived with varying character in order to make the transition from the busy Broadway to the waters' edge of the Welsh Harp SSSI. East Street will provide a formal straight street parallel to the Broadway with the northern end to be completed by a public space serving the community centre. West Street will provide a shared surface street running parallel to York Park, intended to include varying widths and including small pockets of landscape and spaces and trees that will enhance the public realm offering.

Pedestrian routes are simple, distinctive and continuous in design and are formed by the proposed building frontages. Broadway Place and The Green provides a wide pedestrian route to the Welsh Harp, providing an integrated layout with the surrounding area.

Linkages to the surrounding area and opportunities for leisure and recreation will be strengthened through the delivery of new pedestrian and cycle bridges (Cool Oak Lane and Silk Street being delivered as part of part of the Regeneration Scheme). The proposed Cool Oak Lane pedestrian and cycle bridge is required to be delivered prior to the occupation of any Residential Units as part of Phase 3 and for which detailed approval is proposed under application 17/0168/RMA.

The following public realm improvements to the strategic road network as part of the Regeneration Scheme include the following:

- 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; and
- Comprehensive streetscape improvements to Station Road and the Broadway.

All podium gardens, courtyard and amenity spaces provide step free access throughout, with gradients of 1:21 or shallower, and pathways that are firm and even and at least 1200mm wide. Seating is provided every 50 metres or less.

It is noted that Block J contains two open-air podium gardens, the smaller of which can be accessed directly from cores to buildings J4 & J5 and the larger of which from the remaining cores with users able to move freely between the two. The podiums are bordered by duplexes with rear gardens open directly onto them. There is level access between all duplex gardens and podium gardens.

All of the Residential Units, including the approaches to the building and the common parts, are designed to meet the Lifetime Homes standards as defined by the Code for Sustainable Homes Technical Guide (November 2010) and the Building Regulations Part M.

Block J contains a walkway which runs between these gardens and which links East and West Streets. The walkway is gated at each end and is accessible to residents only. There is a level change of 3 metres between East and West Streets and this is addressed through a flight of stairs descending the walkway down to the West Street entrance. This entrance is not wheelchair accessible and as such disabled residents will access Block J via the undercroft car parks, the building entrances along East Street or external entrances to individual dwellings. This issue was raised during pre-application discussions with the applicant at which point it was suggested that a wheelchair accessible ramp should be provided from West Street. Due to the level change of 3 metres between East and West Street and the distance required to provide an acceptable gradient, it has not been possible for this to be achieved without a fundamental redesign of the layout to Block J which has resulted in the design as proposed.

It is noted that proposed dwellings within Block J that have designed as Wheelchair Housing Design Guide dwellings are all located on the southern and eastern elevations, in close proximity to the communal building entrances from East Street. The absence of a wheelchair accessible ramp being provided from West Street is therefore considered acceptable in this instance.

Level or gently-sloping approach routes serve all building entrances and all individual dwellings, with the exception of Block M, where a ramped approach may be required at a gradient of 1:17. The approach route is subject to further design consideration and as such a condition has been recommended to require the submission of further detail demonstrating a satisfactory design solution.

With respect to Block M it is also noted that there is a space of approximately 1.5 metres separating the northern boundary of Building M3 with the adjoining residential property to the north (No. 12 Sorrel Mead). The subject space leads to a fenced area or 'void' between the respective residential properties of Sorrel Mead and Building M3 with no through access for the public. It is therefore recommended that this area is fenced to prevent public access and instead provided as soft landscaping to be incorporated as part of the rear gardens serving Building M3. It is recommended that this requirement is incorporated as part of the above recommended condition.

7.2.2 *Scale*

The scale of development proposed under Phase 4 reflects that established under the Masterplan which seeks to deliver a residential neighbourhood based on a network of streets and appropriate housing typologies. The massing strategy underlying the Masterplan was developed around a number of key residential typologies.

The Masterplan provides for the provision of low rise 'interface' courtyard blocks behind the buildings on the Broadway, as provided by proposed Buildings H1 and H2 which relate to the existing building scale in this location and provides for a transition to higher massing further into the site towards Block J.

The Masterplan seeks to incorporate low rise townhouses to the south of the site as to relate to existing building scale and residential typology in these locations. This is achieved through proposed Buildings M3 and M4.

Block J is located in the centre of the site and provides a clear and coherent central zone providing the interface between the lower interface buildings on the Broadways and the higher massing towards the Welsh Harp SSSI.

The Masterplan provides for tall buildings to be located on the edge of York Park with a restrained geometric shape. This is proposed by way of Building K1. All of the proposed buildings comply with the maximum height parameters established under the approved Parameter Plans.

The design of proposed buildings follows the scale and massing principles established under the Design Guidelines which provide clear guidance for reserved matters submissions.

7.2.3 *Appearance*

The Masterplan is founded on the philosophy of a high quality built environment to be achieved through the use of high quality design and building materials. Design Guidelines established under the 2013 Permission, the use of a Design Review Panel assessment along with material and detail submission requirements, all secured by conditions of the 2013 Permission required to be discharged on a phase by phase basis, ensure a consistently high quality of design and standard of material as the Scheme is progressively delivered.

In addition to the provision of a clear and connected layout, street hierarchies and the establishment of scale, massing and building typologies, the approved Design Guidelines

also provide clear guidance with respect to the appearance of the proposed buildings to be brought forward under reserved matters submissions. Whilst a degree of flexibility and variation has been built into the Design Guidelines to ensure an appropriate level of variation and prevent a uniform design across the Regeneration Scheme, clear guidance is provided in respect of building form, layout and elevation.

The Design Guidelines provide guidance in respect of windows and opening, entrances, and the interface of buildings with the public realm, whilst also addressing balconies and roofs. Entrance areas and lift/stair cores have been designed where possible to give a clear view from the street through the core to the courtyards beyond. In key locations double height open portals are provided to open up the courtyards to the street

Development proposed under Phase 4 takes suitable account of the context and character of the surrounding area whilst providing a strong relationship with the Welsh Harp SSSI with a built form that demonstrates a high quality appearance.

7.2.4 Landscaping

The landscape proposals for Phase 4 continue the broader concept of the Masterplan that seeks to strengthen the connection between the urban and natural environment. The natural landscape of the site slopes from east to west with a variety of landscape typologies proposed as part of Phase 4. Structured streetscapes connect to pedestrian routes which pass through pocket parks and podium gardens whilst at a higher level green roofs provide visual amenity and contribute to the Scheme's biodiversity enhancements.

Key landscaped areas include:

- Block J podium garden
- Block K podium garden
- Block H1 courtyard garden
- Block H2 podium garden
- Pocket Park
- East Street / South Street / West Street
- Stanley Road
- Milton Road
- Perryfield Way
- Biodiverse and Green Roofs

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.

Each landscape typology has been based on a considered approach with careful regard given to servicing, maintenance and access, combining aesthetic and practical considerations.

The delivery of Phase 4 will define and complete the new pedestrian route to the Welsh Harp SSSI and reinforce a key concept of the Masterplan underpinning the Scheme. That is, to transform the journey from Hendon Station to the amenities of the Welsh Harp SSSI and its environs via a safe, accessible and visually interesting route.

In addition the Cool Oak Lane Pedestrian and Cycle Bridge will improve accessibility to existing areas of open space, sport and recreation provision around the Welsh Harp. Obligations for off-site Leisure and recreation contributions for Phase 4 were secured under the Section 106 Agreement and will improve the quality of nearby open spaces for the use of future occupants.

The Scheme will deliver an overall increase in the quantity and quality of on-site amenity space, and significant improvements to the quality of existing public open spaces that will make them more sustainable and accessible than at present, including the reconfiguration of York Park and the new pedestrian route between the Broadway to the Welsh Harp SSSI.

7.3 Sustainability

London Plan Policy 5.2 – Minimising Carbon Dioxide Emissions requires development to follow the energy hierarchy: Being Lean, Being Clean and Being Green. Major developments are required to meet targets for sustainable design and in achieving minimum improvements of carbon dioxide emission reductions. The Energy Strategy for the Scheme has been developed to meet the requirements of the Development Plan.

London Plan Policy 5.6 – Decentralised Energy in Development Proposals confirms that development proposals should evaluate the feasibility of Combined Heat and Power (CHP) Systems. London Plan Policy 5.7 – Renewable Energy confirms that major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation where feasible.

The Energy Statement established under the 2013 Permission was founded on three principles: install systems and fabric that ensures energy efficiency and conservation in operation; supply heating and hot water via a community network supplied from an Energy Centre that incorporates combined heating and power and includes photovoltaic arrays on available roof spaces.

Energy efficiency of the Scheme is based on a space heating and hot water supply provided via a district heating network linked to an Energy Centre located in the basement of Block E2, which was constructed as part of Phase 3A. The Energy Centre uses a combination of gas CHP and gas fired boilers to deliver low carbon heat and hot water for residents in accordance with the requirements of the Energy Statement established under the 2013 Permission.

Core Strategy Policy CS13: Ensuring the efficient use of natural resources that the Council will:

- Seek to minimise Barnet's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life.

- Promote the highest environmental standards for development to mitigate and adapt to the effects of climate change.
- Expect development to be energy efficient and seek to minimise any wasted heat or power.
- Expect developments to comply with London Plan Policy 5.2.
- Maximise opportunities for implementing new district wide networks supplied by decentralised energy.
- Make Barnet a water efficient borough, minimise the potential for fluvial and surface flooding and ensure developments do not harm the water environment, water quality and drainage systems.
- Seek to improve air and noise quality

The 2013 Permission requires all Residential Units to be constructed in accordance with an acceptable level of sustainable design and construction, secured by conditions of approval. All Residential Units delivered as part of the Scheme are required to be certified as Code for Sustainable Homes Level 4, which entails the achievement of a 25 per cent reduction in carbon emissions beyond 2010 Building Regulations Part L standards. It is noted that Code for Sustainable Homes was withdrawn in April 2015 and as such the condition of approval attached to the 2013 Permission represents a legacy case that remains valid for Phases 4, 5 and 6 of the Scheme.

A Surface Water Management Scheme is in place and secured by condition of the 2013 Permission to ensure that the drainage provided as part of the development meets policy requirements. Thames Water has confirmed that there is adequate waste water infrastructure to accommodate delivery of the Scheme. The design approach employed in development of the Scheme minimises the use of mains water in order to ensure its conservation.

An assessment of air quality impacts associated with the Scheme was undertaken as part of the 2013 Permission. This assessment accounted for emissions from the Energy Centre and also traffic emissions from roads adjacent to the development. Air quality predictions were assessed against national air quality objectives so that mitigation measures could be developed in areas of poor air quality. Air quality is predicted to meet national objectives across the majority of the Scheme however in certain locations suitable and appropriate mitigation measures are required for the properties adjacent to the Broadway. These measures include the installation of mechanical ventilation, which draws in cleaner air, and the introduction of winter gardens rather than balconies in order to minimise exposure.

Conditions associated with air quality assessment, extraction and ventilation equipment, and also impacts associated with construction, are all attached to the 2013 Permission and are required to be discharged by the Council on a phase by phase basis. The on-going monitoring and assessment of air quality ensures compliance with the requirements of the Local Plan and national air quality objectives.

London Plan Policy 7.19 – Biodiversity and Access to Nature confirms that where possible, development proposals should make a positive contribution to the protection, enhancement, creation and management of biodiversity with development proposals giving the highest protection to sites such as the Welsh Harp SSSI. When considering proposals that would affect directly, indirectly or cumulatively a site of recognised nature conservation interest the following hierarchy will apply:

- Avoid adverse impact to the biodiversity interest;
- Minimise impact and seek mitigation;
- Only in exceptional cases where the benefits of the proposal clearly outweigh the biodiversity impacts, seek appropriate compensation; and
- Measures to protect and enhance the special interest of the Welsh Harp SSSI and integrate it with the development and associated open spaces.

Protection measures for the Welsh Harp SSSI are set out in the Environmental Statement and are controlled through an Ecological Management Plan which is reviewed and updated where required on a phase by phase basis and secured by condition. The interface of the Welsh Harp SSSI and newly provided York Park, through new landscaping and public open space, provides ecological improvements to the environment.

Obligations secured through the Section 106 Agreement fund a Welsh Harp SSSI Warden Officer to facilitate monitoring, mitigation and enhancement measures for the Welsh Harp SSSI. Initial contributions have been paid as various triggers of the Section 106 Agreement have been reached. The roles and responsibilities for the post have been developed in consultation with the London Wildlife Trust, which is the host organisation for the Warden Officer, who was appointed in June 2016.

7.4 Standard of Accommodation

7.4.1 *Tenure, Amount and Location*

London Plan Policy 3.14 – Existing Housing resists the loss of housing, including affordable housing, unless the housing is replaced at existing or higher densities with at least equivalent floor space. Supporting text of Policy 3.14 (p.127) states that in the case of estate renewal, the regeneration benefits to the local community and proportion of affordable housing in the surrounding area should be taken into account and that redevelopment of affordable housing should only be permitted when replaced by better quality accommodation.

Phase 4 proposes the construction of 611 Residential Units, consisting of 418 Market Housing Units and 193 Affordable Housing Units. The Affordable Housing Units comprise 147 (76%) Intermediate Housing Units and 46 (24%) Social Rented Units. The proposed construction of 193 Affordable Housing Units as part of Phase 4, combined with 191 Affordable Housing Units as part of Phase 3, will deliver a total of 384 Affordable Housing Units in compliance with the Section 106 Agreement and is response to the decant needs of earlier phases. A breakdown of the proposed dwelling mix is included in Table 5 overleaf.

The minimum level of Affordable Housing Units to be delivered across the Scheme, as established through a viability assessment undertaken as part of the 2013 Permission, is 25% of the total Residential Units being provided. A viability review mechanism is attached

to the Section 106 Agreement to secure an increase in the number of Affordable Housing Units being provided by the Scheme in the event of economic improvements.

London Plan Policy 3.4 – Optimising Housing Potential (p.100) stipulates that development should optimise housing output for different types of locations within the relevant density ranges suggested in Table 3.2 of the London Plan (p.101). Phase 4 proposes a diversity of housing types and tenures in accordance with the Strategic Housing Mix established under the 2013 Permission.

As shown in *Appendix 12 – Phase 4 Location of Tenure Types*, Building H1 is located to the east of East Street and on the highest part of the Phase 4 site, and will include a total of 47 Market Housing Units. Building H2 is located to the east of East Street to the north of H1, and will include a total of 39 Affordable Housing Units.

Building J 9J1 – J6) is located in the centre of the site and will include 144 Affordable Housing Units and 180 Market Housing Units in buildings ranging in height from 2 to 8 storeys. Building K1 is located to the west of West Street and will include a total of 43 Market Housing Units. Building K2 adjoins building K1 and contains a total of 143 Market Housing Units. Building M is located in the south of the site and will include 10 Affordable Housing units and 5 Market Housing Units, all arranged in three storey semi-terrace style townhouses.

Due to the phased nature of the development, compliance with London Plan Policy 3.14 is subject to the delivery of Phases 4, 5 and 6 in order to deliver a greater level of Affordable Housing Units than previously provided on the Estate prior to the commencement of the Scheme. Phase 4 of the Scheme will provide additional residential accommodation within the Estate, supporting the achievement of the Mayor's housing targets for London and the Council.

Table 5 – Dwelling Mix

1. Private Units			
Flat/House type	Number of units proposed	Total NIA (sqm)	Unit % of mix
Studio	25	1038	6.0%
1 Bed flat (1B2P)	210	10741	50.2%
2 Bed flat (2B3P/2B4P)	117	8150	28.0%
2 Bed duplex (2B4P)	30	2527	7.2%
3 Bed flat (3B5P)	20	1957	4.8%
3 Bed duplex (3B5P)	11	1161	2.6%
3 Bed houses (3B6P)	0	0	0.0%
4 Bed houses (4B7P)	5	615	1.2%
TOTAL	418	26189	100%
2. Affordable Units			
Studio (1B2P)	0	0	0.0%
1 Bed flat (1B2P)	13	667	28.3%
2 Bed flat (2B3P/2B4P)	13	940	28.3%
2 Bed duplex (2B4P)	4	397	8.7%
3 Bed flat (3B5P)	6	623	13.0%
3 Bed duplex (3B5P)	0	0	0.0%
3 Bed houses (3B6P)	3	284	6.5%
4 Bed houses (4B7P)	7	860	15.2%
TOTAL	46	3371	100%
2b. Intermediate units			
Studio (1B2P)	1	41	0.7%
1 Bed flat (1B2P)	51	2559	34.7%
2 Bed flat (2B3P/2B4P)	59	4449	40.1%
2 Bed duplex (2B4P)	22	1947	15.0%
3 Bed flat (3B5P)	7	617	4.8%
3 Bed duplex (3B5P)	7	740	4.8%
3 Bed houses (3B6P)	0	0	0.0%
4 Bed houses (4B7P)	0	0	0.0%
TOTAL	147	10352	100%
	611		
3. Total Units (Private and Affordable)			
Studio (1B2P)	26	1079	4.3%
1 Bed flat (1B2P)	274	13967	44.8%
2 Bed flat (2B3P/2B4P)	189	13539	30.9%
2 Bed duplex (2B4P)	56	4870	9.2%
3 Bed flat (3B5P)	33	3197	5.4%
3 Bed duplex (3B5P)	18	1901	2.9%
3 Bed houses (3B6P)	3	284	0.5%
4 Bed houses (4B7P)	12	1475	2.0%
	611	40311	100%
% of Private Mix		68%	
% of Affordable Mix		32%	
	NIA (sqm)	GIA (sqm)	GEA (sqm)
Total Residential	40309	52646	56633
Total Other (SSSI office)	0	0	0
Total Commercial	0	0	0
Total Combined Undercroft and Basement	0	15658	17454
TOTAL	40309	68304	74087
Total Habitable Rooms		1679	
Total Wheelchair Accessible Units		61	
Total Single Aspect Units*		247	
Total Dual Aspect Units		364	
Site Area (hectares)		4.76	
*no single aspect units are north facing			
	Block	Number of units	
Wheelchair units	K1/K2	19	
	H2	4	
	H1	5	
	J	33	
TOTAL		61	

7.4.2 Quality and Choice

London Plan Policy 3.5 – Quality and Design of Housing Developments (p.102) requires housing development to be of the highest quality internally, externally and in relation to their context and the wider environment. Table 3.3 of the London Plan (p.103) establishes minimum space standards for new development with London Plan Policy 3.8 – Housing Choice (p.108) outlining the strategic objective of ensuring that Londoners have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwelling in the highest quality environments.

Core Strategy Policy 3.8 (p.108) requires that Boroughs ensure new developments offer a range of housing choices, in terms of both the mix of housing size and dwelling type. In accordance with the requirements of Policy 3.8 (p.109), ninety per cent of new dwellings are to be ‘accessible and adaptable dwellings’ with a minimum of ten per cent as ‘wheelchair user dwellings’. More generally, London’s changing urban environment must respond positively to the needs of an ageing population, including the principles for inclusivity and those to develop and extend the lifetime of a home.

Compliance with the above requirements is achieved through conditions of approval attached to the 2013 Permission which are required to be discharged by the Council on a phase by phase basis. The Planning and Development Specification Conformity Statement submitted with the Phase 4 RMA demonstrates compliance with the above requirements. Phase 4 Residential Units will provide an appropriate mix of dwelling types, sizes and tenures and include a range of measures to ensure that the Scheme will provide an inclusive environment for all members of the community. All Residential Units are proposed

to be constructed to provide adaptable and accessible dwellings, able to accommodate a greater range of occupants and capable of meeting changing needs and lifestyles.

7.4.3 Amenity Space

Open space and landscape proposals for Phase 4 align with the established concept of the Masterplan which is structured around an integrated network of public, private and semi-private open spaces.

By way of background it is noted that the assessment of the 2013 Permission took account of the fact that the pre-existing Estate was typical of 1960s design in incorporated very few private gardens, but rather was structured around large amounts of communal open space comprised of shared lawn areas within the horseshoe blocks and the existing York Park. These spaces were largely undefined grassed areas and paved areas.

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.

Delivery of the Regeneration Scheme in its entirety will provides an increase in the overall quantity of useable on-site amenity space that is considered to substantially raise the quality of functional open space in comparison to the pre-existing provision of the Estate.

Table 6 below provides a breakdown of amenity space across the proposed Phase 4 buildings.

Table 6 – Amenity Space Schedule

Block H1	Communal sqm	Private sqm	Block K	Communal sqm	Private sqm
Courtyard	449		Courtyard	338	
Private garden		81.9	Private garden		50.6
Balconies		204.9	Balconies		1686.6
TOTAL	449	286.8	TOTAL	338	1737.42
TOTAL COMBINED	735.8		TOTAL COMBINED	2075.42	
TOTAL COMBINED REQUIRED (BARNET COUNCIL)*	595		TOTAL COMBINED REQUIRED (BARNET COUNCIL)*	2305	
TOTAL PRIVATE REQUIRED (BARNET COUNCIL)**		275	TOTAL PRIVATE REQUIRED (BARNET COUNCIL)**		1024
Block H2	Communal sqm	Private sqm	Block M3/M4	Communal sqm	Private sqm
Courtyard	280		Courtyard	246	
Private garden		53.9	Private garden		912
Balconies		200	Balconies		
TOTAL	280	253.9	TOTAL	246	912
TOTAL COMBINED	533.9		TOTAL COMBINED	1158	
TOTAL COMBINED REQUIRED (BARNET COUNCIL)*	520		TOTAL COMBINED REQUIRED (BARNET COUNCIL)***	780	
TOTAL PRIVATE REQUIRED (BARNET COUNCIL)**		229	TOTAL PRIVATE REQUIRED (BARNET COUNCIL)***		147
Block J	Communal sqm	Private sqm	Public amenity space	Communal sqm	Private sqm
Courtyard	2807		Pocket park	511	
Private garden		432.5	TOTAL	511	0
Balconies		1570			
TOTAL	2807	2002.5			
TOTAL COMBINED	4809.5		TOTAL REQUIREMENT		8285
TOTAL COMBINED REQUIRED (BARNET COUNCIL)*	4085		TOTAL PROVISION		9823.62
TOTAL PRIVATE REQUIRED (BARNET COUNCIL)**		1901	DIFFERENCE		1538.62

The proposals comply with requirements of Barnet's Sustainable Design and Construction SPD in respect of minimum residential space standards, internal layout and design, and outdoor amenity space, with the exception of the following:

– Block K Outdoor Amenity Space –

A total of 2,075 square metres of outdoor amenity space is proposed to be provided in lieu of the 2,305 square metres standard required under Table 2.3 – Outdoor Amenity Space of Barnet's Sustainable Design and Construction SPD. The proposed shortfall represents a variation of approximately 10 per cent. Part 2.3.3 of Barnet's Sustainable Design and Construction SPD outlines that high density development, such as flats, may not always be able to provide private amenity space to the standards outlines under Table 2.3. The proposed variation is considered to be minor in nature and in the context of the quality and quantum of public open space being delivered as part of the Regeneration Scheme, is supported.

– Block M Outdoor Amenity Space –

It is noted that outdoor amenity space for eight of the proposed residential dwellings forming Block M, do not meet the requirements of Table 2.3 of Barnet's Sustainable Design and Construction SPD that requires the provision of 40 square metres of space for houses of up to four habitable rooms.

Proposed shortfalls range from 4 to 18 per cent, with a proposed rear garden of 32.7 square metres representing the most significant deviation from the standards required under Table 2.3.

Following discussions with the designer of Block M, a written justification has been received:

“As recognised the evolution of Block M3/M4 has come from the site levels falling 4m from North to South, maintaining an overlooking distance of 21m from the existing units at the rear of Block and achieving the required NIA/GIA.

Originally the design of the terrace included 2 blocks of houses. One length of 10 (Block A+B) and the other of 5 (Block C). However, for the blocks to follow the topography of the site the block of 10 was separated into two blocks of 5.

This also provided all housing, not just the private houses with rear access. Which allows any garden waste/bikes to be carried around the units rather than through reducing the potential of any damage to the houses.

As discussed there was potential to provided rear access to the very north of the terrace however, to achieve the GIA/NIA required this increased the width of the houses rather than the height causing this access route to be narrow and unpractical for residents. (This can be fenced off in the next stage)

As mentioned it's worth noting that the rear access between blocks A and B has not been removed from the houses but provided as 'private/communal' amenity space to block A and

B, accessible by residents of block A and B only. Therefore, it's clear that this amenity is included in the amenity area of units."

It is recognised that the unusual configuration of the site boundary engulfing Block M does represent a challenging layout within which to balance planning requirements relating to amenity space and privacy, whilst also balancing practical considerations associated with user functionality of the proposed dwellings. Notwithstanding this the rear access way serving the gardens of the proposed dwellings represents additional space that could be utilised as outdoor amenity space thereby reducing the extent of the proposed variation, it is considered that the rationale of the design approach and the benefit of providing the rear access, justifies the proposed variation.

As outlined under *Part 7.2.1* above, in order to address a void space between the northern boundary of Building M3 and the adjoining residential property to the north (In order to address safety concerns and make efficient use of space it is therefore recommended that a condition is imposed that requires this area to be fenced off from the street and incorporated into the rear garden of the dwelling to which it adjoins.

7.4.4 *Child Play Space*

London Plan Policy 3.6 states that new residential developments should include provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. This is further articulated within the Mayor's Supplementary Planning Guidance (SPG) document 'Providing for Children and Young People's Play and Informal Recreation'.

Table 7 below shows the expected child yield associated with Phase 4.

Table 7 – Child Yield and Play Space Requirements

	Studio	1 bed	2 bed	3 bed	4 bed	5 bed	TOTAL
Social rented/affordable	0	13	17	6	0	0	36
Intermediate	1	51	81	14	0	0	147
Market	25	210	147	31	0	0	413
TOTAL	26	274	245	51	0	0	596

Number of houses						
	1 bed	2 bed	3 bed	4 bed	5 bed	TOTAL
Social rented/affordable	0	0	3	7	0	10
Intermediate	0	0	0	0	0	0
Market	0	0	0	5	0	5
TOTAL	0	0	3	12	0	15

Porportion of children		
	Number of children	%
Social rented/affordable	50	46
Intermediate	34	31
Market	24	22
TOTAL	107	100

Play space requirements		
GLA benchmark (sqm)*	Alternative local benchmark (sqm)**	Total (sqm play space required)
10		1071.6
	5	535.6

The Design Guidance sets out detailed principles for the delivery of play space within each reserved matters application as a mechanism to ensure that sufficient provision is made within each phase. This seeks to accord with the GLA “Shaping Neighbourhoods: Children and Young People’s Play and Informal Recreation” SPG (2012) and Play England Guidance “Design for Play: A Guide for Creating Successful Play Spaces (2008).

The ‘Providing for Children and Young People’s Play and Informal Recreation’ SPG sets a benchmark of 10sqm of usable child play space to be provided per child, with under-5 child play space provided on-site. Based on Table 7 above and the anticipated child yield of 107, a total of 1,070m² of child play space is required. A total area of 1,080m² is provided.

It is proposed to deliver a total of 497 square metres of Doorstep Play space within podium gardens serving the residential blocks. Local Play space of 346 square metres is proposed to be delivered through the Pocket Park adjacent Block K whilst 237 square metres of Youth Play is provided by way of Neighbourhood Play space located in close proximity to the proposed buildings but falling outside the boundaries of the Phase 4 site area. Due to the phased nature of the Regeneration Scheme it is not possible to incorporate all typologies of play space within the boundaries of each phase however it is noted that the proposal is consistent with the Landscape Parameter Plan that established the approach to the provision of Doorstep Play areas and Neighbourhood Play spaces.

The Regeneration Scheme delivers a range of play spaces in accordance with the SPG including doorstep, local, neighbourhood and youth playable space. Both Neighbourhood Play areas being delivered as part of the Regeneration Scheme are to be located within York Park. These locations were established under the 2013 Permission and were chosen to ensure that all children within the proposed development are within the 400m recommended maximum walking distance for a Local Equipped Area for Play (LEAP) or 1000m for a Neighbourhood Equipped Area for Play (NEAP).

In granting approval of the 2013 Permission, it was acknowledged that there is a shortfall in the provision for older children (12+) of the Regeneration Scheme which required mitigation. This is addressed through the delivery of the new Silk Stream Bridge and Cool Oak Lane Pedestrian and Cycle Bridges which will provide access to West Hendon Playing Fields, Silver Jubilee Park and Woodfield Park Sports Ground and their associated facilities. This ensures that all residents of the Regeneration Scheme will be within the target walking distance of 800m of youth provision.

It is considered that there is sufficient space within and in close proximity to the site to fulfil the Mayor’s SPG benchmark requirements for access to children’s play space.

7.4.5 *Floorspace Standards*

Residential floorspace standards are outlined Table 3.3 of the London Plan and Table 2.1 – Minimum Residential Space Standards of the Barnet’s Sustainable Design and Construction SPD. Detailed plans and the Area Schedules document submitted as part of the application demonstrate compliance with the above requirements.

7.4.6 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: 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 daylight provision may be affected if the VSC calculation is less than 27% or less than 0.8 times its former value;
- Daylight Distribution: 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: 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).

Average Daylight Factor (ADF), Daylight Distribution (DD), Annual Probable Sunlight Hours (APSH) and external Overshadowing assessments have been undertaken to the proposed habitable rooms and outside amenity spaces.

The Daylight, Sunlight and Overshadowing Analysis Report submitted as part of the application demonstrates that when the open plan kitchen/dining/living room areas are assessed against a target of 1.5%ADF, the results of the ADF assessments show that overall 89.5% of the proposed habitable rooms will enjoy good levels of daylight in accordance with the BRE guidelines. NSL results show that approximately 80% of all rooms should enjoy a good level of daylight distribution.

The daylight results show that the overall results demonstrate a good level of compliance for an urban environment, consistent with that provided for Phases 3A, 3B and 3C.

APSH results indicate that adequate levels of sunlight will be enjoyed given the general orientation of the blocks and 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 habitable rooms must be struck.

The overshadowing results to the proposed open amenity spaces show that good levels of sunlight in accordance with the BRE guidelines should be enjoyed to all spaces except Block H2. It is noted that the results to Block H2, although slightly below the suggested guidance, will enjoy good levels of sunlight for an urban area. The assessment demonstrates that overall, levels of overshadowing to proposed amenity spaces are acceptable in the context of the proposed size and density of the Regeneration Scheme.

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 standards required under the Development Specification Document and Parameter Plans established under the 2013 Permission.

Metropolitan Police Secure-By-Design officers were consulted from the inception of the Masterplan underpinning the Regeneration Scheme. Initial consultation raised a number of issues which were addressed through the design response as outlined below:

- Public space lighting to be designed to enable view of approaching faces
- Entrance lobbies to be designed to be separated from stair/lift core by a secure door
- If no secondary doors to corridors are installed at upper levels of lift cores, CCTV to be installed in lifts and lift lobbies
- Ground floor windows and doors to be designed to secure by design standards
- Stacked balconies to be designed to avoid climbable elements
- Residential windows to overlook any roof garden if possible, for passive surveillance
- Wheelchair flats to be designed without winders/Teleflex to open windows
- Bin stores to include secure by design doors at entrance to core
- Access to/from car park to be controlled to ensure access is only given to identified users
- CCTV required at each core in basement and at bicycle store
- Bicycle racks to ensure bikes can be locked at both wheels and frame
- Vehicular and pedestrian gates to car park to ensure no gap between the opening and gate that would allow a person to climb over and into the car park
- Defensible planting to be installed to all ground floor façade with windows facing out public realm

In respect of the subject application, Metropolitan Police Secure-By-Design Officers raise no objection to the proposal but have requested a condition requiring full Secured by Design accreditation. The condition is recommended to be imposed.

9. PHASING AND DECANT

Phasing for the whole of the Regeneration Scheme is tightly constrained by the residential decant requirements and need to rehouse secure tenants within the site. Parameter Plan 009 – Strategic Phasing establishes the phasing sequence within which the Masterplan is to be brought forward under the 2013 Permission.

A phasing programme for delivery of the Scheme is set out below:

Table 8 – Scheme Phasing

Phase	Construction Commenced / Due to Commence	Completed / Due for Completion
Pilot / Phase 1	March 2011	December 2011
Lakeside / Phase 2	June 2010	July 2013
Phase 3a	January 2014	2015
Phase 3b	2016	2018
Phase 3c	2017	2018
Phases 4, 5 and 6	2019	2027

LBB Regeneration officers advise that the properties currently covered by the Phase 4 application incorporates 155 resident dwellings comprising 34 leaseholders, 29 secure tenants and 73 non-secures. Leaseholders will be offered the opportunity to acquire a new home on the estate through a shared-equity scheme. Secure tenants will be offered a new home on the regenerated estate.

Non-secure tenant needs are assessed against the Councils housing allocations policy and are re-housed in suitable alternative accommodation. In phases 3B and 3C, the majority of non-secure residents were rehoused, many of which in better circumstances, and overall 95% remained within the borough. Housing assistance has also been offered to private tenants facing particular issues who are not technically eligible for assistance.

10. TRANSPORT, HIGHWAYS AND PARKING

As outlined under Part 4 above, the proposal seeks permission for Major Highways Works key to delivery of the Regeneration Scheme.

In order to facilitate access to the Phase 4 development site, the signalised junction of the Broadway with North road and two priority junctions at Milton Road with The Broadway and West Road with Cool Oak Lane will be created. The proposed works will require realignment of some parts of the Broadway and Cool Oak Lane in order to accommodate these junctions.

A number of pedestrian crossings are proposed to be created on the Broadway, Cool Oak Lane and Station Road. The proposed development seeks an integrated approach to design with pedestrian and vehicular movements being considered alongside landscape and on street parking requirements. The design intention is to create streets with strong

pedestrian linkages forming logical routes through the site and connecting with the Broadway, Hendon Station to the east and leisure and recreational facilities to the west.

Shared surfaces are proposed where the main pedestrian routes interact with internal roads. Streets have been designed to accommodate refuse vehicles and other HGV movements for deliveries and a servicing strategy is a condition of the 2013 Permission that is required to be discharged on a phase by phase basis.

Parking provision across the Regeneration Scheme is provided at a ratio of 0.8, amounting to a total of 1,600 parking spaces. A breakdown of parking requirements is shown in Table 9 below.

Table 9 – Parking Provision*

CAR, MOTORCYCLE, AND CYCLE SCHEDULE					
CALCULATION OF THE REQUIREMENT					
MAIN PARKING PROVISION					
	No. of units	Parking requirement for Phase 4	Parking requirement to be provided within Phase 4 boundary (see notes 1-6 below)	Surface parking within Phase 4 boundary	Undercroft/basement parking in H2, J and K, within Phase 4 boundary
Block H1-4	86	69	69	19	50
Block J	324	259	259	18	241
Block K	186	148	125	16	109
Commercial	0	65	29	29	0
Phases 1&2	194	74	74	0	74
Block M	15	12	12	12	0
TOTAL		627	568	94	474
<p>Note the above is based on:</p> <ol style="list-style-type: none"> 1. Block K: 23 car spaces are in phase 3, building F 2. Commercial: 36 car parking spaces of 65 are within phase 3 boundary 3. Phase 1&2: 47 existing surface spaces are retained, and 73 spaces retained in building L basement 4. Motor cycle spaces required: 1 per 20 car spaces = 30 motorcycle spaces 5. Cycle spaces required: 1 per 1 bed, 2 per 2+ bed = 922 cycle spaces (TfL 2013 calc) 					
LOCATION OF THE CAR, MOTORCYCLE AND CYCLE PROVISION					
Location	Car Parking	Motor cycles	Cycles		
Surface parking	94	0	0		
Building H1	0	0	68		
Building H2	13	0	63		
Building J	389	26	496		
Building K	72	4	265		
Building M	0	0	30		
TOTAL	568	30	922		

***Continued overleaf**

ACCESSIBLE PARKING PROVISION	
Designation Of Parking In Phase 4	
Phase 4 use	465
Commercial	29
Phase 1&2	74
TOTAL	568
CALCULATION OF ACCESSIBLE PARKING PROVISION	
Phase 4 car spaces: (1 accessible space per WCA unit)	
Block H1	5 WCA units
Block H2	4 WCA units
Block J	33 WCA units
Block K	19 WCA units
TOTAL	61 WCA units
Commercial and phase 1&2 car spaces (10% of spaces accessible)	
Commercial	29
Phase 1&2	74
Total	103
TOTAL 11 ACCESSIBLE CAR SPACES REQUIRED (10% OF 103 CAR SPACES)	
TOTAL ACCESSIBLE CAR SPACES REQUIRED 72 CAR SPACES	
Location of accessible car spaces	
External surface	10
Block H	3
Block K	19
Block J	40
TOTAL	72
Summary of car parking space types	
Accessible parking spaces	72
Standard parking spaces	496
TOTAL PARKING SPACES	568

The proposed transport infrastructure improvements and Major Highways Works have been assessed by the Council's Traffic & Development and Transport & Regeneration officers, and in consideration of additional information submitted by the applicant (See *Appendix 11*) have been assessed and found to be satisfactory for the purposes of the application.

The principle of the proposed works, as established under the 2013 Permission, are agreed, however it is noted that the technical detail associated with the proposed works will be required to be agreed by way of a Section 278 Agreement prior to commencement of development of Phase 4.

11. REFUSE AND SERVICING

All residents are required to take their refuse to either ground level or basement refuse stores. Bin stores have been designed in accordance with the requirements of the Council's 'Provision of Household Recycling and Waste Service' guidance for developers and architects. 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.

Existing commercial units along the Broadway depend on a mix of rear and on-street servicing. Existing servicing arrangements for units along the Broadways are to be retained as far as practical. This can be achieved by a combination of service points on existing side streets that are to be retained for shared surfaces with limited vehicular access and on street servicing from bays along the Broadway.

The development will be served with heat generated from a Central Energy Centre (heat and power) located below Building E and a District Heating pipework system serving the various blocks. All cores will be provided with Heat Interface Sub Stations to provide hydraulic separation for the building from the main District heating Mains.

Electrical power will be provided from a number of electrical Substations located at lower ground floor in the respective blocks. Each building is provided with a break tank and booster pump to provide boosted cold water to all apartments. All blocks over 18 metres in height will have dry risers and fire fighting lifts. Where a building or single core is over 30m metres tall a wet riser will be provided.

12. EQUALITY AND DIVERSITY ISSUES

Section 149 of the Equality Act 2010, which came into force on 5 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 application for approval of 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 Phase 4 of the Regeneration Scheme will comply with the Council's statutory duty under this 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.

A total of 10% of the Residential Dwellings provided 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.

A total of 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 development of Phase 4 is consistent with statutory requirements and policy provision of national, regional and local policy in a manner that will assist in providing an inclusive environment which is accessible to all.

12. CONCLUSION

The purpose of this report is to consider reserved matters relating to Layout, Scale, Appearance, Access and Landscaping as they relate to Phase 4 of the West Hendon Estate Regeneration Scheme.

Minor variations proposed under the subject reserved matters submission have been considered within the context of the established development framework, that which provides scope for minor departures within the context of the overarching 2013 Permission. The proposed variations are supported on the grounds that they are not considered to give rise to any new significant environmental effects in comparison to the development as approved and as assessed in the Environmental Statement accompanying the 2013 Permission. Further, the proposed variations are minor in nature and the grounds for which they are sought are considered to be justified.

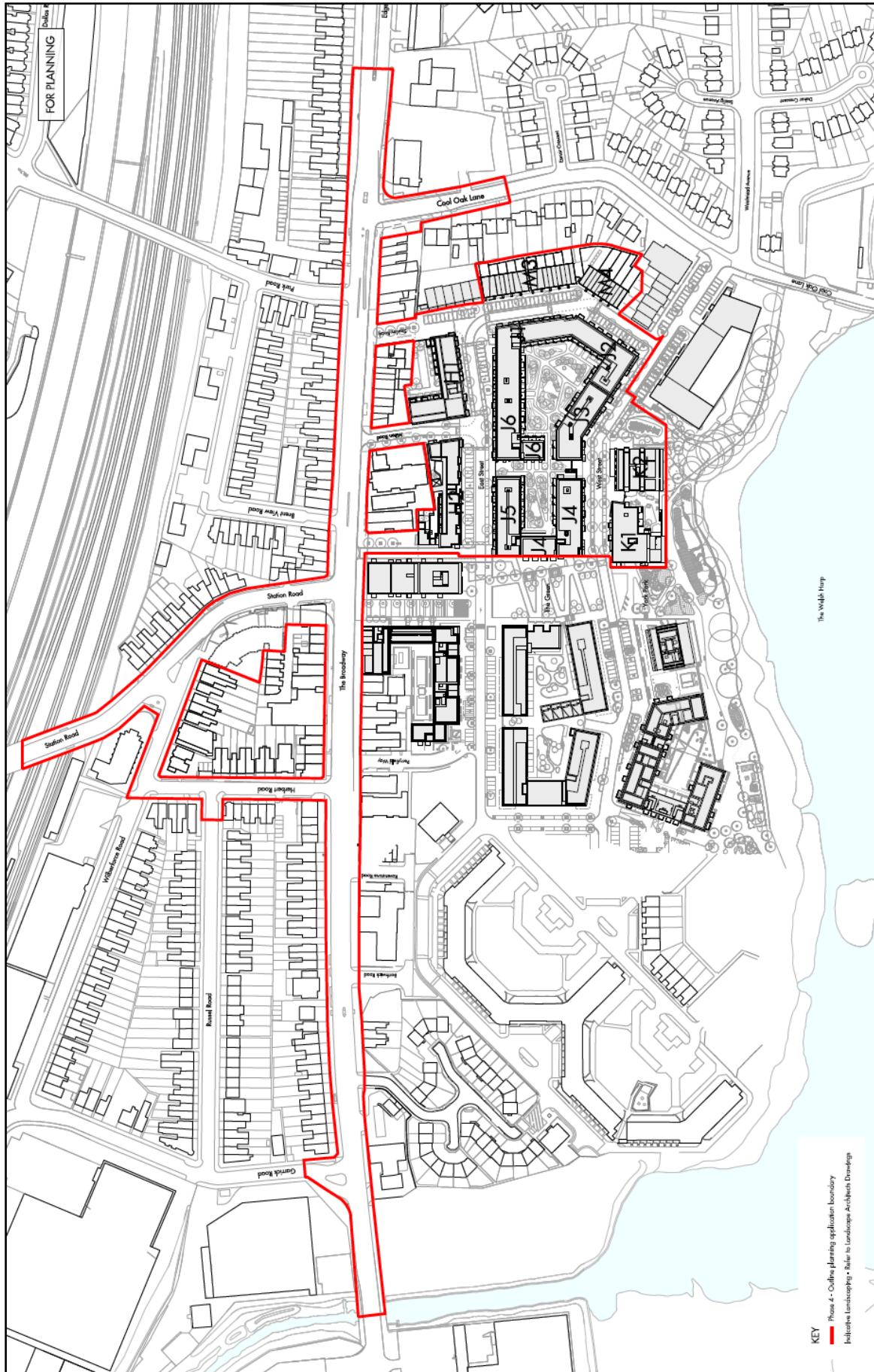
The details submitted have been assessed and found to comply with statutory requirements and policy provisions applicable to the reserved matters submission. In undertaking the assessment, the proposal has been assessed against the established development framework as established under the 2013 Permission. That is, the Development Specification Document and approved Parameter Plans and Design Guidelines, all of which are adhered through a comprehensive framework of conditions attached to the 2013 Permission and required to be discharged on a phase by phase basis.

Approval, subject to the conditions outlined above, is recommended.

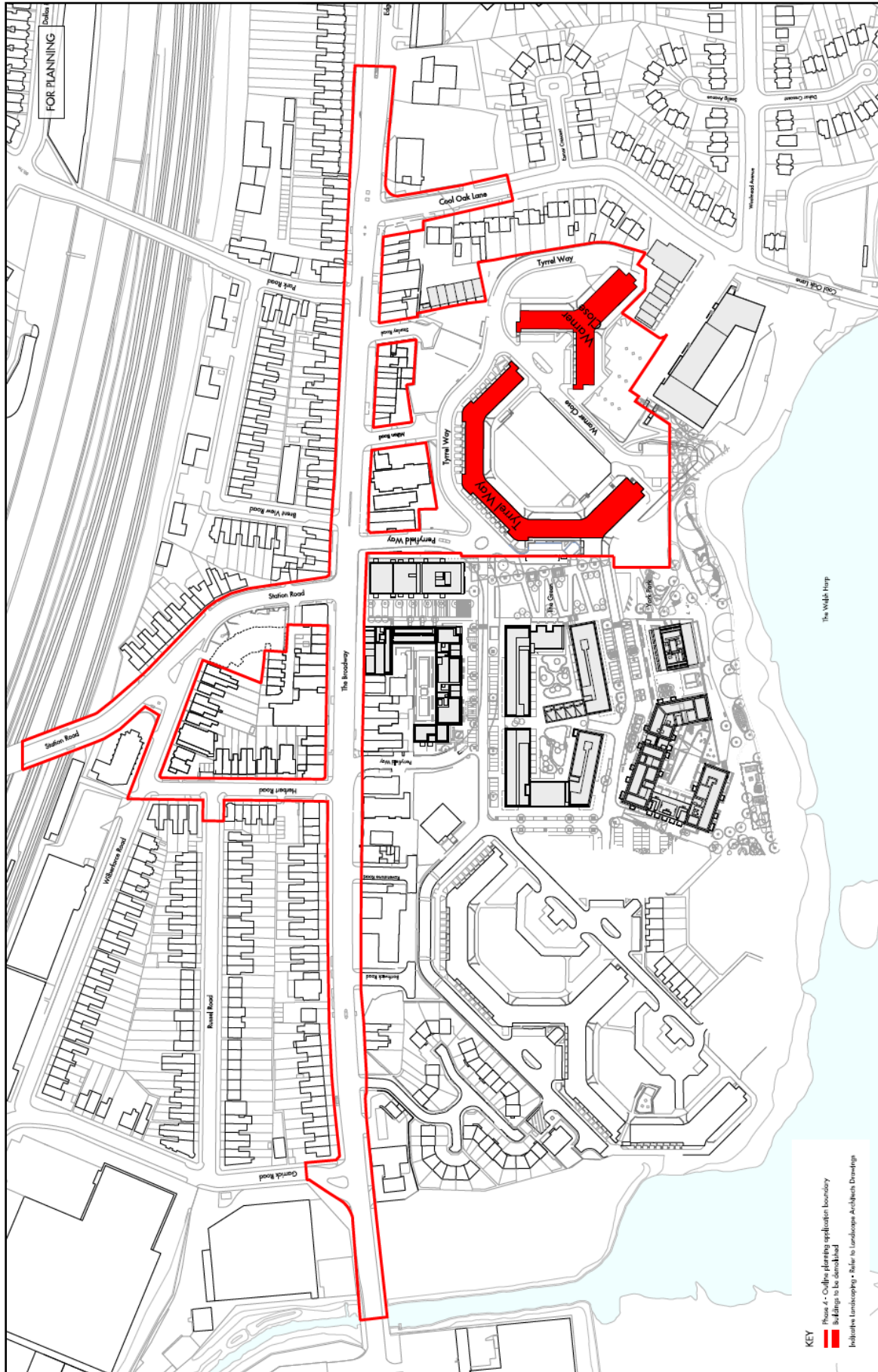
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Appendix 2 – Reserved Matters Boundary Plan



Appendix 3 – Demolition Plan

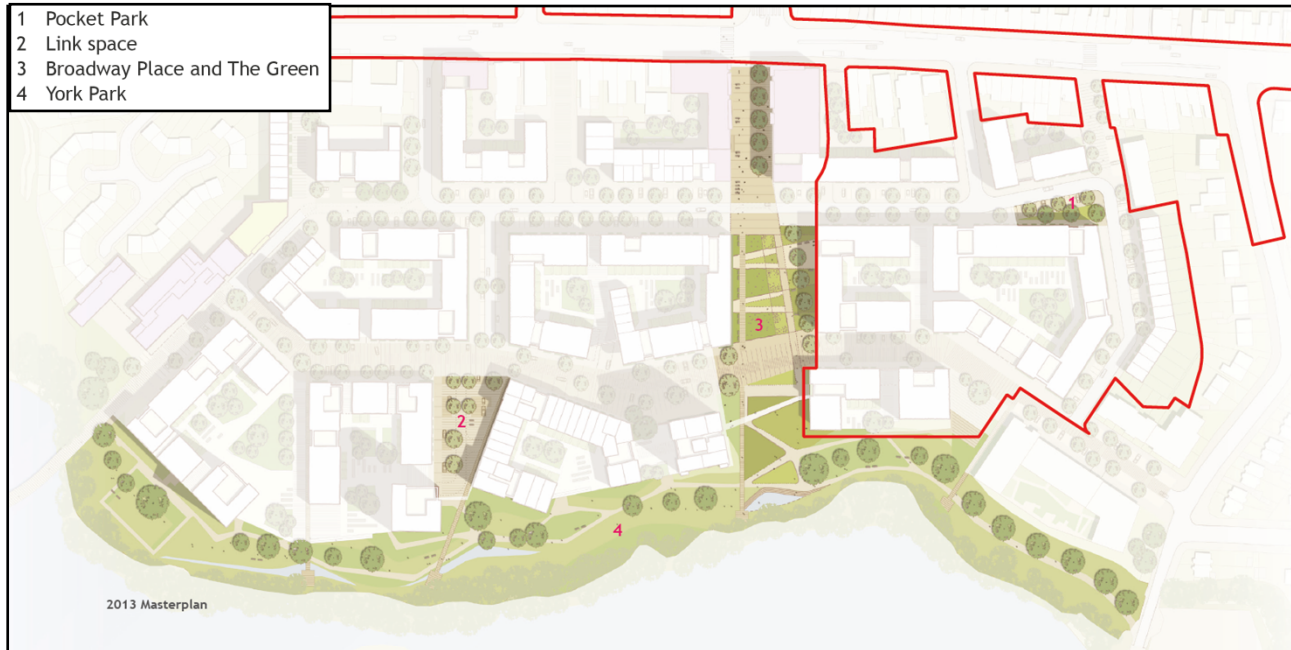


Appendix 4 – Phase 4 Landscape Layout

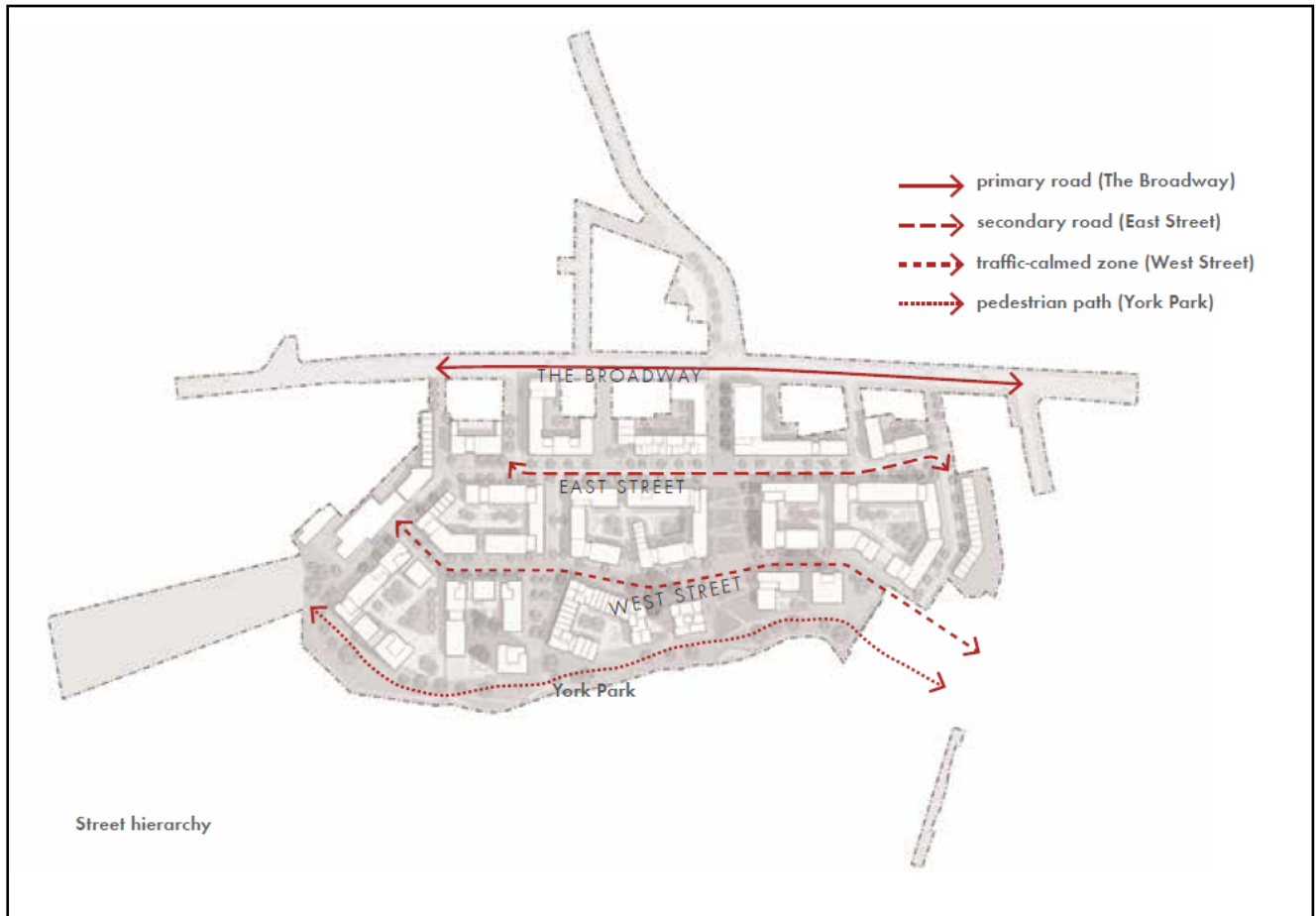


Appendix 5 – Framework of Public Spaces

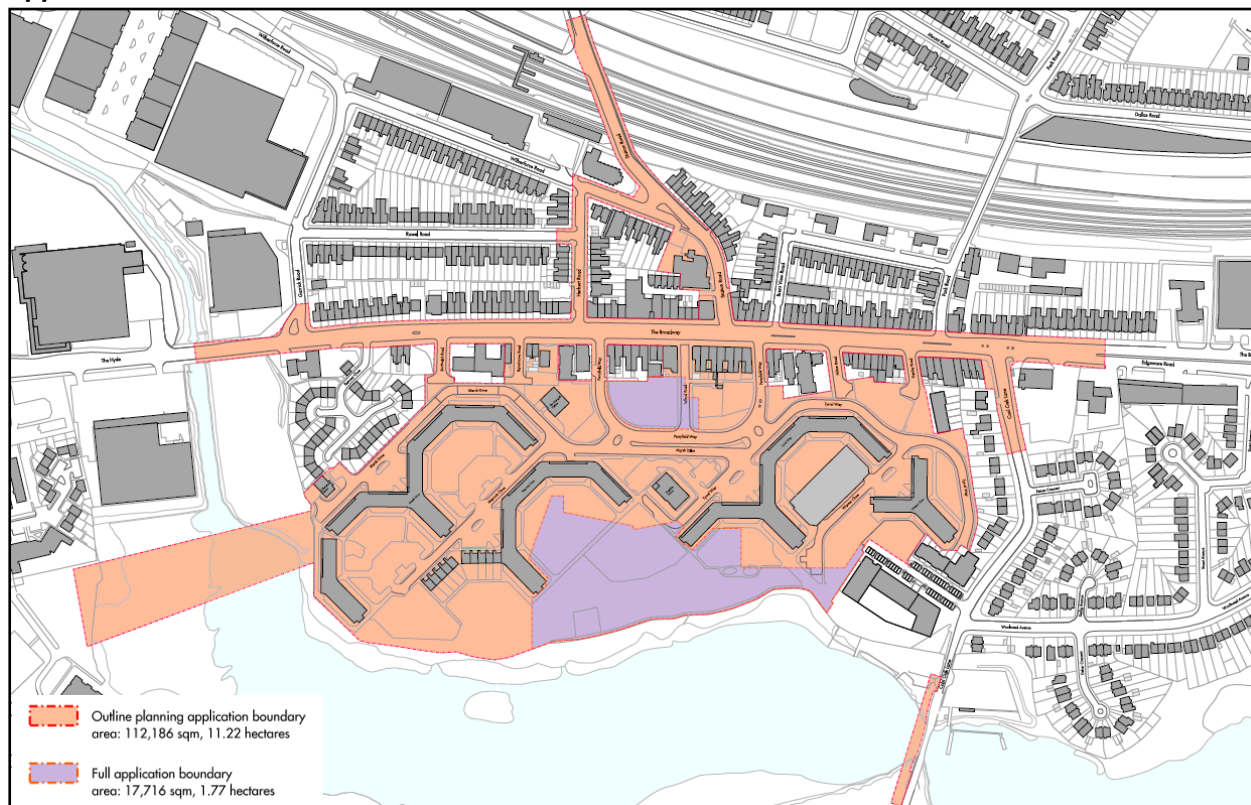
- 1 Pocket Park
- 2 Link space
- 3 Broadway Place and The Green
- 4 York Park



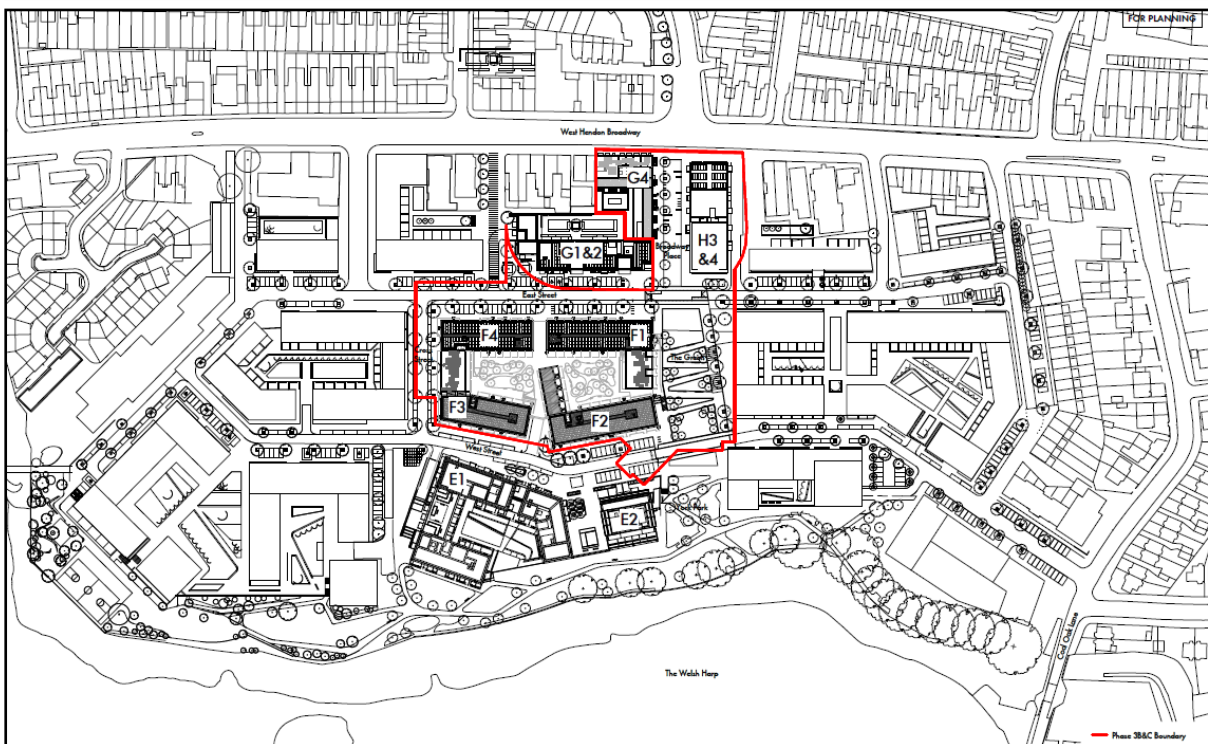
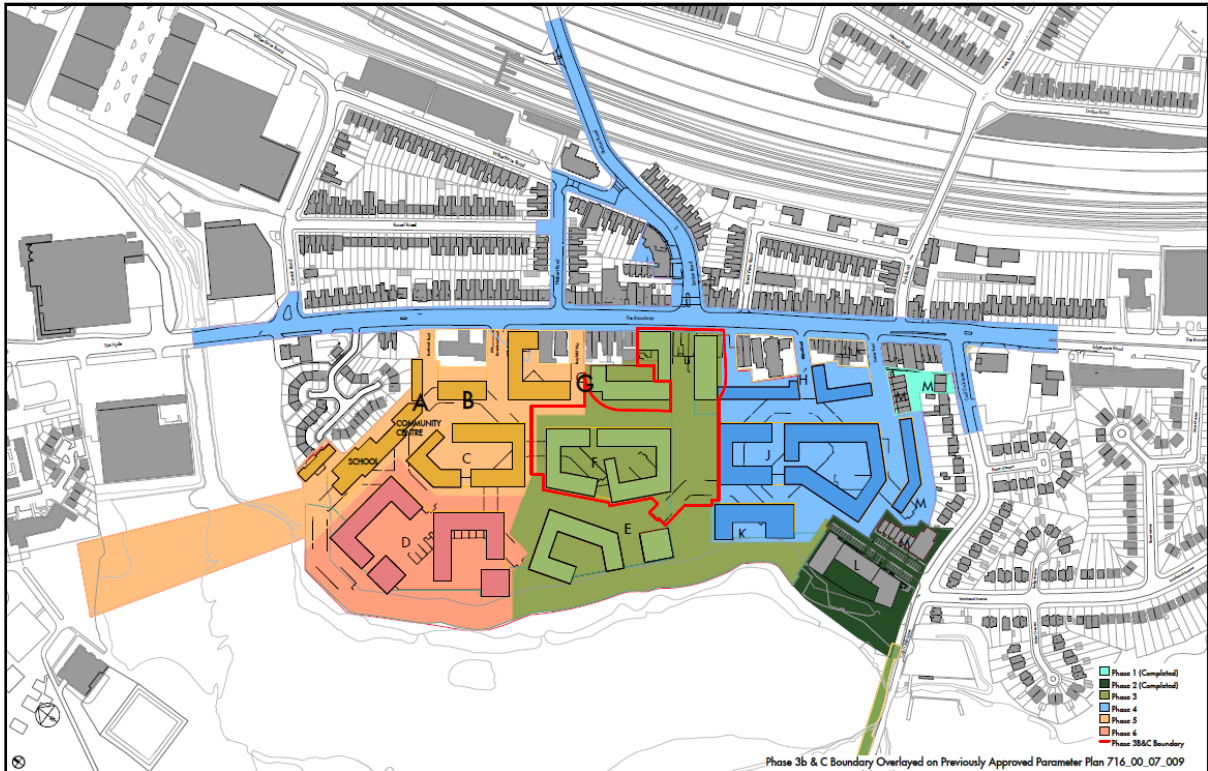
Appendix 6 – Street Hierarchy



Appendix 7 – The 2013 Permission



Appendix 8 – Phases 3B and 3C



Appendix 9 – Aerial Photograph

