LOCATION: West Hendon Estate, West Hendon, London NW9

REFERENCE: 17/0168/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 to the construction of the new Cool Oak Lane Pedestrian and Cycle bridge as part of the West Hendon Estate regeneration scheme and 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 the construction of a new Pedestrian and Cycle Bridge adjacent the existing Cool Oak Lane Bridge as illustrated by the red line boundary shown in Appendix 1 – Location Plan.

The new dedicated Pedestrian and Cycle Bridge was approved in outline as part of hybrid planning permission H/01054/13 dated 20 November 2013 (“the 2013 Permission”) which established a clear and robust development framework for the comprehensive regeneration of the West Hendon Estate and its immediate environs. 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.

In accordance with the Cool Oak Lane Bridge Parameter Plan established under the 2013 Permission, the Pedestrian and Cycle Bridge is proposed to the north of the existing Cool Oak Lane Bridge and will remove the need for pedestrians and cyclists to wait at the signalised crossing and use the main carriage way to cross. Delivery of the bridge, as required under the Section 106 Agreement accompanying the 2013 Permission, will provide enhanced amenity and improved access to the public open space and recreational and leisure facilities located to the west of the Welsh Harp Site of Special Scientific Significance (SSSI).

As shown in Appendix 2 – Proposed Pedestrian and Cycle Bridge, the proposal involves a lightweight curved, steel structure which has been designed to act as a sympathetic neighbour to the Grade II listed Cool Oak Lane Bridge.
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:

   - Cool Oak Lane Bridge Location Plan (Drawing No. 826_07_010 dated 19.12.16)
   - Cool Oak Lane Bridge Site Plan – Existing (Drawing No. 826_07_011 Revision P1 dated 16.12.16)
   - Cool Oak Lane Bridge Site Plan – Consented (Drawing No. 826_07_012 Revision P1 dated 16.12.16)
   - Cool Oak Lane Bridge Site Plan – Proposed (Drawing No. 826_07_013 Revision P1 dated 16.12.16)
   - Cool Oak Lane Bridge Existing Bridge Plan and Elevation (Drawing No. 826_07_015 Revision P1 dated 16.12.16)
   - Cool Oak Lane Bridge Proposed Bridge Plan and Elevation (Drawing No. 826_07_016 Revision P1 dated 16.12.16)
   - Cool Oak Lane Bridge Cross Sections (Drawing No. 826_07_018 Revision P1 dated 19.12.16)
   - West Hendon Cool Oak Lane Bridge Reserved Matters Design and Access Statement (December 2016)
   - West Hendon Cool Oak Lane Bridge Reserved Matters Transport Statement (December 2016)
   - West Hendon Cool Oak Lane Bridge Reserved Matters Arboricultural Assessment (December 2016)
   - West Hendon Reserved Matters Cool Oak Lane Bridge Planning and Development Specification Conformity Statement (January 2017)
   - Cool Oak Lane Bridge Construction Method Statement – Phase 3C, West Hendon (Revision C dated 16 December 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
3. **Tree re-provision**

No development shall take place until a Landscape Management Plan, pursuant to Condition 22 of hybrid planning permission H/01054/13 dated 20 November 2013, has been submitted to, and approved in writing by the Local Planning Authority. The Landscaping Management Plan shall include the re-provision of four very large nursery stock trees to offset the loss of T3 to T6 trees, unless otherwise by the Local Planning Authority. These trees are to be planted close to Cool Oak Lane. Suitable species include Tilia cordata or Carpinus betula.


4. **Road Safety Audit**

Before the development commences; detail design drawings are to be submitted to and approved in writing by the Local Planning Authority. Submission shall include stage 1 and 2 road safety audits. The development shall thereafter be implemented in full in accordance with the approved details.

Reason: To ensure that the access is satisfactory in terms of highway safety and 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

5. **Construction Environmental Management Plan**

Prior to Ground Works and Site Preparation Works, no development shall commence until a Construction Environmental Management Plan, setting out the construction and environmental management measures associated with the development has been submitted to and approved in writing by the Local Planning Authority.

The details shall include:

Construction site and works

i. Site information (including a site plan and management structure)
ii. Description of works, equipment and storage
iii. Programme of works
iv. Temporary hoarding and fencing
v. Temporary works
vi. Interim drainage strategy
vii. Intrusive site investigation works and monitoring (the scope to be agreed in writing with the Local Planning Authority)

Construction management and procedures

viii. Code of Considerate Practice
ix. Consultation and neighbourhood liaison
x. Staff training and briefing procedures
xi. Schedule of environmental legislation and good practice
xii. Register of permissions and consents required
xiii. Environmental Audit Programme
xiv. Environmental Risk Register
xv. Piling Works Risk Assessment
xvi. Health and safety measures
xvii. Complaints procedures
xviii. Monitoring and reporting procedures
Demolition and waste management
xix. Site clearance and waste management plan
xx. Construction traffic routes
xxi. Construction traffic management (including access to the site; the parking of vehicles for site operatives and visitors; hours of construction, including deliveries, loading and unloading of plant and materials; the storage of plant and materials used in the construction of the development; the erection of any means of temporary enclosure or security hoarding and measures to prevent mud and debris being carried on to the public highway and ways to minimise pollution)

Environmental Management

xxii. Tree protection measures (a method statement detailing the precautions to be taken to minimise damage to trees adjacent the site, in accordance with British Standard BS5837: 2012 Trees in relation to design, demolition and construction)
xxiii. Ecology surveys and management plan (in relation any existing ecological features that may be affected by works in that Development Phase)
xxiv. Measures to minimise visual impact during construction
xxv. Measures to minimise noise and vibration levels during construction
xxvi. Measures to minimise dust levels during construction
xxvii. Measures to control pollution during construction (including a Pollution Response Plan)
xxviii. Construction lighting strategy, including measures to minimise light spill
xxix. Measures to reduce water usage during construction
xxx. Measures to reduce energy usage during construction

Reason: To ensure that the proposed development does not prejudice the amenities of occupiers of adjoining residential properties, in the interests of highway and pedestrian safety and in the interests of protecting the environment and trees in accordance with policies CS9, CS13, CS14, DM01, DM04 and DM17 of the Barnet Local Plan and polices 5.3, 5.18, 7.14, 7.15, 7.21 and 5.21 of the London Plan.
6. **Access Connections**

Before the development commences; detail design drawings are to be submitted to and approved in writing by the Local Planning Authority. The submission shall detail the form of control to be applied at the connections between the bridge and the existing network to ensure cyclists dismount prior to crossing it.

Reason: To ensure that the access is satisfactory in terms of highway safety and 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. **Surface Water Drainage Strategy / Sustainable Drainage Systems Required**

The development hereby approved shall not commence until a surface water drainage strategy for the site has been submitted to and approved in writing by the local planning authority. All planning applications relating to major development - developments of 10 dwellings or more; or equivalent non-residential or mixed development - must use Sustainable Drainage Systems (SUDS) for the management of surface water runoff, unless demonstrated to be inappropriate.

Reason:


7. **Surface Water Discharge Hierarchy**

The development should discharge surface water runoff as high up the discharge hierarchy as possible. Where it is not possible to achieve the first hierarchy, discharge through the ground, applicants must demonstrate in sequence why the subsequent discharge destination was selected. Proposals to dispose of surface water into a sewer, highway drain, surface water body or another drainage system must be accompanied by evidence of the system having spare capacity downstream and acceptance of the surface water by the appropriate authority.

Reason:

To ensure that the development discharges surface water from the site in a manner that takes into consideration the statutory duties, legislation and regulatory requirements of authority receiving surface water and ensures that downstream flood risk is mitigated in accordance with Policy CS13 of the Barnet Local Plan,
8. **Surface Water Drainage Strategy / Sustainable Drainage Systems Design**

The surface water drainage strategy shall use SuDS to manage peak surface water runoff rates in accordance with S2 and S3 of the Non-statutory Technical Standards for Sustainable Drainage Systems. SuDS shall be used to provide volume control in accordance with S4, S5 and S6 of the Non-statutory Technical Standards for Sustainable Drainage Systems.

**Reason:**

To ensure that surface water runoff is managed effectively to mitigate flood risk and to ensure that SuDS are designed appropriately using industry best practice to be cost-effective to operate and maintain over the design life of the development in accordance with Policy CS13 of the Barnet Local Plan, Policies 5.13 and 5.14 of the London Plan, and changes to SuDS planning policy in force as of 6 April 2015 (including the Written Ministerial Statement of 18 December 2014, Planning Practice Guidance and the Non-statutory Technical Standards for Sustainable Drainage Systems) and best practice design guidance (such as the SuDS Manual, C753.)

9. **Surface Water Drainage Strategy / Sustainable Drainage Systems Construction, Adoption, Operation and Maintenance**

The surface water drainage strategy for the site must be accompanied by evidence of an Adopting Authority accepting responsibility for the safe operation and maintenance of SuDS within the development. The Adopting Authority must demonstrate that sufficient funds have been set aside and / or sufficient funds can be raised to cover operation and maintenance costs throughout the lifespan of the development. The Adopting Authority shall be responsible for satisfying themselves of the suitability of the adopted SuDS prior to adoption, and shall keep records of operation and maintenance activities, for possible inspection by the Council.

**Reason:**

To ensure that the surface water drainage system and SuDS are constructed appropriately and are adopted by an Adopting Authority responsible for the safe operation and maintenance of the system throughout the lifetime of the development. Appropriate construction of SuDS should take into consideration S13 of the Non-statutory Technical Standards for Sustainable Drainage Systems. Operation and maintenance of SuDS should take into consideration the Written Ministerial Statement of 18 December 2014 and Planning Practice Guidance Paragraphs 81 and 85.

10. **Detailed Design**
Before the development commences; detail design drawings are to be submitted to and approved in writing by the Local Planning Authority demonstrating that the proposed Pedestrian and Cycle Bridge will be built to adoptable standards. Detailed design drawings should include the submission of the Approval In Principle (AIP) document in accordance with the requirements of BD2/12 TECHNICAL APPROVAL OF HIGHWAY STRUCTURES to ensure compliance with the relevant standards for adoptable structures.

Reason:

To ensure that the access is satisfactory in terms of highway safety and 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. 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.

3. “An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of Biosecurity, 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 non-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 BMLLP engaged in discussions with the London Borough of Barnet to amend the consent.

A new professional team was employed by BMLLP in September 2011 in order to revisit the approved Masterplan with a view to finding a viable solution for the future 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 illustrated by the area shown purple on Appendix 3 – The 2013 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 Mach 2015, resolved to grant conditional approval to the application.

Figure 1 – Chronological order of Planning Submissions for the West Hendon Estate

<table>
<thead>
<tr>
<th>Application Reference</th>
<th>Address</th>
<th>Description</th>
<th>Decision</th>
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<th>Approval Date</th>
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<tbody>
<tr>
<td>W13937/04</td>
<td>West Hendon Estate, NW9</td>
<td>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.</td>
<td>2 July 2008</td>
</tr>
<tr>
<td>H/04103/08</td>
<td>Rosemead and Warner Close West Hendon Estate, NW9</td>
<td>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.</td>
<td>22 December 2008</td>
</tr>
<tr>
<td>W13230A/07</td>
<td>Lakeview Children’s and Family Centre Tyrrell Way, NW9 7DX</td>
<td>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.</td>
<td>14 August 2009</td>
</tr>
<tr>
<td>H/03152/12</td>
<td>West Hendon Estate, NW9</td>
<td>West Hendon Estate Request for EIA Screening and Scoping Opinion.</td>
<td>Opinion issued 11 January 2013</td>
</tr>
</tbody>
</table>
| H/01054/13 | West Hendon Estate NW9 | Hybrid planning application for the demolition and redevelopment of the West Hendon Estate to accommodate up to 2,000 residential units, a new 2 form entry primary school, community building and commercial uses and associated open space and infrastructure comprising:  

- 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. | Approved 20 November 2013 |

Included for a Section 106 Agreement
<table>
<thead>
<tr>
<th>Reference</th>
<th>Location</th>
<th>Description</th>
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| H/03991/14 | West Hendon Estate NW9 | Variation to 106 contribution to change sub phasing pursuant to planning permission H/01054/13 dated 20/11/13 for: "Hybrid planning application for the demolition and redevelopment of the West Hendon Estate to accommodate up to 2000 residential units, a new 2 form entry primary school, community building and commercial uses and associated open space and infrastructure comprising:

Outline submission for the demolition of existing buildings and the construction of up to 1642 new residential units (Class C3); up to 3,870m² (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.

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 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 1,245m² (Use Class A and B1) and 18m² SSSI Warden Accommodation pursuant to condition 3 of Hybrid Planning Approval H/01054/13 dated 20th November 2013. |

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 2.6 – Outer London: vision and strategy
- Policy 2.8 – Outer London: transport
- Policy 2.13 – Opportunity Areas and Intensification Areas
- Policy 3.2 – Improving health and addressing health inequalities
- Policy 3.7 – Large residential developments
- Policy 3.9 – Mixed and balanced communities
- Policy 5.1 – Climate change mitigation
- Policy 5.2 – Minimising carbon dioxide emissions
Policy 5.3 – Sustainable design and construction
Policy 5.12 – Flood risk management
Policy 5.13 – Sustainable drainage
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 7.1 – Building London’s neighbourhoods and communities
Policy 7.2 – An inclusive environment
Policy 7.4 – Local character
Policy 7.5 – Public realm
Policy 7.6 – Architecture
Policy 7.8 – Heritage assets and archaeology
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

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 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 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
- DM06 – Barnet’s heritage and conservation
3. DESCRIPTION OF SITE AND SURROUNDINGS

3.1 Site Location and Context

Situated in the south west area of the Borough, the site of the proposed Pedestrian and Cycle Bridge adjoins the western edge of the West Hendon Estate, located within the West Hendon ward which borders the neighbouring Borough of Brent. The West Hendon Estate (“the Estate”) is a unique site that is characterized 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 Estate 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 Estate.

The site of the proposed Pedestrian and Cycle Bridge is located over the Welsh Harp which is located to the west of the Estate and possesses significance due to its relationship with the Site of Special Scientific Interest (SSSI). To the north of the site lies the Silk Stream which merges with the Welsh Harp SSSI and encloses the north western boundary of the Estate.

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

Prior the commencement of the regeneration scheme, the 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 Estate 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 by the building shaded red in Appendix 4 – 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 the proposed new dedicated Pedestrian and Cycle Bridge over the Welsh Harp SSSI to the north of the existing Cool Oak Lane Bridge. The proposed bridge seeks to improve pedestrian and cycle connectivity of the West Hendon Estate Regeneration Scheme with the wider area.

The proposed bridge design comprises a curved bridge deck supported by steel piers within the Welsh Harp SSSI and reinforced concrete piers on the east and west banks. Proposed construction involves the use of pre-fabricated structural bridge sections which will be used to construct the bridge deck and parapets in order to minimise the construction period.

The steel bridge piers will be supported by piled foundations, which will be installed from a floating pontoon or similar access platform. A mobile crane will be used to lift bridge sections into place. Construction compounds will be located in the existing carpark to the south east of Cool Oak Lane and also within the area of the former Barratt Metropolitan Marketing Suite to the north of Cool Oak Lane, which currently comprises concrete footings and the base of the previous buildings.

The construction programme is anticipated to commence in late summer 2017 and finish in early 2018. Pilling associated with the installation of the piers will take first, followed by the bridge deck installation by crane and then associated landscape planting.

5. CONSULTATIONS

5.1 Public Consultation

298 local residents were consulted on the application by letter with a four week consultation period from 25 January – 22 February 2017. Local press and site notices were printed on
25 and 31 January respectively. The consultation process carried out for this application is considered to be appropriate for a development of this nature.

**Public Response**

Two responses were made in support of the application and response objecting. Comments received in support of the application identified the need for a safe way of crossing across the Welsh Harp SSSI to be provided. One submission in support of the application raised issues associated with the existing Cool Oak Lane Bridge. Specifically, the lack of a weight restriction notice where Cool Oak Lane intersects with the Broadway and the use of Cool Oak Lane Bridge by overweight vehicles. Comments include suggestion for additional notification in respect of the weight restriction that applies to vehicles using the bridge and the installation of number plate recognition camera to enforce penalties against overweight vehicles traversing the bridge.

Comments made objecting to the proposal cite an increase in traffic on Cool Oak Lane, noting that the existing bridge is sufficient and that larger vehicles should be stopped from using the Cool Oak Lane.

**Response to Residents Comments:**

The construction of a new dedicated Pedestrian and Cycle Bridge will provide improved pedestrian access and remove the need for pedestrians to wait at the signalised crossing to cross the main carriageway of the Cool Oak Lane Bridge.

**5.2 Statutory Consultations**

**Consultations Undertaken:**

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

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

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)

“In general, the principle of the cycle track is supported as it should increase safety and comfort for cyclists. Full details of the type of materials; dimensions of lane widths and signage would be welcomed. The applicant should also clarify whether there will be restrictions on Cool Oak Lane to prohibit cyclists as some cyclists may continue to use Cool Oak Lane Bridge rather than dismount. TfL has no objection to the proposed construction methodology.”

Environment Agency

The Environment Agency made no comment in relation to the information submitted as part of the reserved matters submission. An informative was requested which is recommended to be imposed. It is noted that further details have been requested in respect of Conditions 24 and 26 of the 2013 Permission relating to the proposed surface water drainage scheme and design & implementation of the bridge respectively. Additional information has since been provided to the Environment Agency and a further response is outstanding. Any further response or comments received before the Committee Meeting will be reported verbally or by way of an Addendum to the Committee Report.

Natural England

A written response from Natural England in respect of the subject application has not been received. It is noted that a response to the discharge of Condition 26 (Design and Implementation) of the 2013, relating specifically to the proposed Pedestrian and Cycle Bridge, was received on 23 March advising of no comment. Natural England has since been contacted regarding a written response to the subject application and further comments received before the Committee Meeting will be reported verbally or by way of an Addendum to the Committee Report.

Canal and River Trust

“Principle of New Footbridge:

The Trust has no objection to the principle of a new footbridge in this location, which would significantly improve pedestrian and cycle access over the reservoir, away from the existing Cool Oak Lane bridge, which currently does not have a pedestrian footway segregated from highway traffic.

Design:

The Trust considers that the design of the bridge could be improved to provide a structure that more appropriately complements the adjacent Listed Cool Oak Lane bridge, even if views of the side elevation of the bridge are limited and are already compromised by the gas pipe. The Trust is not the owner of the Cool Oak Lane bridge and, as the reservoir is not a mainline waterway, and is not navigable, we do not consider that the location is sufficiently sensitive that the proposed design would warrant an objection from us as statutory consultee. We provide the following comments, for the Council to take into account in undertaking its balancing of the pros and cons of the application.
The elevations submitted with the application illustrate a view that would not be publicly visible, given that boats are not able to navigate the waterspace on this side of the existing highway bridge. We consider that some computer-generated visuals of the proposed bridge in its context, as seen from the surrounding public areas would have assisted in assessing the impact.

Should the Council consider that amendments to the design are necessary, we have suggested the following:

1. The position of the piers could be revised to align with abutment/arches of the existing Listed bridge;

2. If such a large depth is required to the deck beams, the lower flange of the outside edges could include a camber to give some reference to the elegant arches of the existing Listed bridge beyond; and

3. The paired piers could be replaced with a single pier centred on the deck in each location (in line with item 1 above), with a tapered beam to each side, allowing for a much slimmer profile along the leading edge.

We have put these recommendations to the applicant’s architect, who responded with their justification why they were not prepared to pursue these amendments.

We have already responded to the discharge of conditions application, regarding the method statement for the construction of the bridge, which we had no concerns regarding, although we noted that changes would need to be agreed through our Code of Practice if changes to the design of the bridge were to be made. Canal & River Trust as Landowner

As well as being a statutory consultee, the Trust owns and manages the Welsh Harp reservoir, and as such, an agreement is required between the applicant and the Trust for a bridge crossing over our land and waterspace. The agreement requires planning permission to be in granted but is otherwise in place.”

It is noted that with respect to the potential replacement of the paired piers with a single pier option as outlined in point 3 of the above response, the applicant previously provided the following response to CRT:

“We have previously looked at a single circular pile for the pier, but supporting two edge beams as opposed to a single central beam. RLT have advised that torsional forces on the bridge deck which are increased by the fact that the bridge is curved in plan would necessitate a substantially larger pile, and that its diameter would have to be further increased due to the limited bearing capacity of the ground beneath the reservoir.

In terms of construction logistics larger piles would need a larger piling rig and cause more disruption during installation.

There is a positional tolerance to the pile installation which has to be allowed for in its connection to the crosshead. With our proposed design this connection which doesn’t look particularly pretty, is hidden behind the edge beams.
With a central pile, the crosshead connection is in view. To start with it could not be balanced on a pin joint as your sketch indicates, instead it would have to be a substantial moment connection to deal with the torsion forces from the deck and in addition would require some kind of adjustable plates to take out the tolerance on the position of the pile.

Alternatively the piles could possibly be installed to a much tighter tolerance, but this would take longer on site and there would be a cost penalty. Either way the moment connection would be required.

The central beam you have indicated would need to be substantially deeper than the twin edge beams and of a larger section to resist torsion.

Limited by the flood clearance level imposed by EA, this would have the effect of raising the new bridge deck level.

As you know, one of our key aims through the design process was to keep the new bridge deck as low as possible so as to respect the setting of the listed bridge as well as to achieve DDA compliant approach paths.

The only way to reduce the depth of the central beam would be to reduce it’s span by having say 8 piers in the water rather than 4, and we do not think that would be an alternative that would be well received.

We believe that the design we have proposed after exploring numerous structural options delivers a well resolved balance of proportions of deck thickness, span and pier size, and there is no doubt that the design we have enables us to achieve the lowest possible finished deck level of any viable structural solution.

Whilst there is often a desire to produce an ambitious signature structure we believe as we have from the outset that what is required here is a simple slender structure that does not seek to upstage the historic bridge, which is set as low as can feasible be achieved, and whose elegance will be perceived in the sensitive articulation and detailing of its component parts.”

Highways England

Comment of no objection.

Historic England

Historic England commented on 21 March 2017 advising that it did not consider it necessary for the application to be notified to Historic England and therefore no comment was made.

5.3 Internal Consultations

- Traffic and Development
- Transport and Regeneration
- Trees and Landscaping
No objections were made however the following comments have been received:

Transport & Regeneration

Transport and Regeneration commented on 8 March 2017 as follows:

A 3m wide bridge for pedestrians and cyclists is proposed to the immediate north of the existing bridge, in accordance with the Section 106 agreement following outline planning consent. A form of control will be applied at the connections between the 45.4m bridge and the existing network to ensure cyclists dismount prior to crossing it.

A review of the Transport Statement indicates the following predicted peak hour pedestrian / cycle numbers:

<table>
<thead>
<tr>
<th></th>
<th>AM Peak</th>
<th>PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Eastbound</td>
<td>Westbound</td>
</tr>
<tr>
<td>Cyclists</td>
<td>15</td>
<td>38</td>
</tr>
<tr>
<td>Pedestrians</td>
<td>38</td>
<td>92</td>
</tr>
<tr>
<td>Total</td>
<td>53</td>
<td>130</td>
</tr>
</tbody>
</table>

The above flows include existing movements surveyed on 11th November 2016. It is likely that pedestrian / cycle movements will be greater in the summer. However, based on the London Cycling Design Standards (LCDS 2016), as summarised below, a 3m shared facility for these predicted numbers, even with a doubling in flow, is acceptable.

LCDS: Figure 4.15 Flow categories for partially separated and shared routes

<table>
<thead>
<tr>
<th>Peak flow categories</th>
<th>Pedestrians per hour</th>
<th>Cyclists per hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very low</td>
<td>0-120</td>
<td>0-60</td>
</tr>
<tr>
<td>Low</td>
<td>120-200</td>
<td>60-150</td>
</tr>
<tr>
<td>Medium</td>
<td>200-450</td>
<td>150-300</td>
</tr>
<tr>
<td>High</td>
<td>450-900</td>
<td>300-450</td>
</tr>
<tr>
<td>Very high</td>
<td>900+</td>
<td>450+</td>
</tr>
</tbody>
</table>

LCDS: Figure 4.17 Recommended effective widths for partially separated and shared routes

<table>
<thead>
<tr>
<th>Cycle flow</th>
<th>Partially separated</th>
<th>Shared</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very low / low cycle flow</td>
<td>3.0m (cycle track 1.2m to 1.5m)*</td>
<td>2.2m</td>
</tr>
<tr>
<td>Medium / high cycle flow</td>
<td>4.5m (cycle track 2.5m to 2.8m)*</td>
<td>3.0m</td>
</tr>
<tr>
<td>High / very high cycle flow</td>
<td>5.9m (cycle track 2.5m to 3.5m)*</td>
<td>4.5m</td>
</tr>
</tbody>
</table>
The Transport Statement states ‘6.2.1 Due to the level of pedestrian activity and the bridge width restriction, it would not be feasible to provide a dedicated cycle facility.’ From LCDS Figure 4.17 a 3.0m partially separated facility is possible. However, taking into account provision at either end of the bridge, the proposed shared arrangement is acceptable.

The linkage to the existing footway provision on the eastside of the bridge has been improved with a widened footway on the northern side of Cool Oak Lane making it consistent with sections near Shear Water Drive.

No pedestrian crossing facilities are proposed on the western side of the bridge. The ADVP2 calculations have been reviewed and are acceptable.

Approximately 48 HGV movements are required with construction. Ongoing liaison with the London Borough of Barnet will be required to permit HGV access to the construction site via the existing weight restriction. Based on the forecast employment figures, the provision of 68 parking spaces opposite the construction site is deemed acceptable.

It is envisaged that the bridge will be adopted by the local authority after a period of three years. Confirmation is required from the London Borough of Barnet Structures Team that this is acceptable.

Summary:

The proposals are, in traffic and transportation terms, acceptable to Transport & Regeneration. However, the London Borough of Barnet Structures Team will need to review the structural design, buildability etc. and their thoughts on adoption sought.

Confirmation will also be required from the relevant parties within the London Borough of Barnet that HGV access to the construction site through the existing weight restriction will be permitted.

The following will have to be conditioned:

- A Construction Traffic Management Plan
- A Road Safety Audit
- The form of control to be applied at the connections between the bridge and the existing network to ensure cyclists dismount prior to crossing it.

The above conditions are recommended to be imposed.

Traffic & Development

Traffic & Development provided the following comments on 24 March 2017:

1. Adoption – Currently there are no agreements or agreements “in principle” in place for the potential adoption of this new Pedestrian & Cycle way bridge. Various discussions have taken place in the past with our Structural Team, but there are no formal agreements in place to adopt. Highway adoption issues needs to be dealt separately away from planning commitments. The
Section 106 agreement stipulates the requirements Cool Oak Lane Bridge. If the Bridge is to be adopted, then detailed discussions need to take place as well as we will need to approve detail design for the structure and associated highway works. The Section 106 agreement also makes provision for this bridge to be privately maintained in the event that the Council does not take over responsibility.

2. Land where bridge is proposed – The Highway Authority is only responsible for the maintenance of Cool Oak Lane carriageway and the Bridge. The land adjacent to the kerb line does not form part of adopted highway and falls under either Council / Recreation or Green Spaces responsibility. Therefore, the proposed bridge may fall under recreation responsibility subject to meeting to Council / S106 requirements. Alternatively, if Highways are to adopt the structure, then the land at either end of the proposed bridge needs to dedicated as public highway.

3. As part of the proposed bridge works, various highway improvements are required on the landing areas to ensure the pedestrian and cycle way link. These works should be undertaken under S278 of the Highways Act 1980 following detailed design approval.

4. Access – It is unlikely that access would be permitted for HGV’s over the existing listed bridge. Currently there is a 7.5T weight restriction plus existing bridge is quite narrow (approximately 3.0 metres). The developers will need to have detailed discussions with the Highway Authority during detailed design on how the bridge will be constructed.

Discussions with the LLB Structures engineers established that insufficient detail has been provided as part of this application to determine whether the proposed Pedestrian and Cycle Bridge will be built to adoptable standards. This assessment will require the submission of detailed design documents including Approval in Principle (AIP) document. The AIP document sets out the form of the structure, along with the design parameters (e.g. geotechnical information, design life of elements, design standards to be used, material properties, analysis packages etc.). This has been raised with the applicant who has advised that this level of detail is to be provided at detailed design stage.

It is noted that Schedule H, Paragraph 2.6 of the Section 106 Agreement requires the Developer to maintain the Pedestrian and Cycle Bridge for a period of three years to the reasonable satisfaction of the Council. At the expiry of this time period the Section 106 Agreement makes provision for one of two options:

2.7.1 Choose to continue to maintain the Cool Oak Lane Pedestrian and Cycle Bridge at its own expense; or

2.7.2 Serve a Bridge Adoption Notice upon the Council

A condition is therefore recommended requiring the submission of detailed design documents demonstrating that the bridge will be built to adoptable standards. This will require the submission of structural drawings and the AIP document in accordance with the requirements of BD2/12 TECHNICAL APPROVAL OF HIGHWAY STRUCTURES to ensure
compliance with the relevant standards for adoptable structures.

An informative in respect of works required to be undertaken by way of a Section 278 Agreement is also recommended.

Traffic and Development Services support the proposed approach and also recommended the inclusion of their comments within the committee report so that the applicant is fully aware of its obligations following the grant of planning approval.

**Trees and Landscaping**

“Please find attached my comments, a difficult thing to balance up, condition of trees, loss of visual amenity, proposed replacement planting and need for bridge to be in proposed location.

I have recommended larger replacement trees for 4 Cat A & B trees which will better offset the loss of these trees over time if it is essential for bridge to be located where it is proposed.

The proposed new pedestrian bridge is located alongside the Cool Oak Lane road bridge over the Brent Reservoir. Currently there is no provision for pedestrians over the bridge which is controlled by traffic lights.

The reservoir is designated a SSSI, so has a high value for nature conservation and all activities are controlled by Natural England.

Six trees are growing in proximity to the proposed bridge, Four are category A & B (T3 to T6) which are a constraint to development. These trees are prominent on Cool Oak Lane, a busy link road in the borough. The proposal requires the loss of these trees along with a category C and U tree, which are low value, 6 in total.

The arboricultural reports notes that there are weakly formed stem forks where main structural limbs have divided. Trees T4 and T6 have are particularly server and I assume that this is why they are valued at Cat B instead of category A. The implications of these weak forks, is a higher risk of large limbs failure in high winds on to the highway. At present, this risk is acceptable but as the trees continue to grow in height the likelihood of failure increases. Crown reduction pruning would effectively manage the risk of failure but would reduce the visual amenity value they have.

There is space to build the bridge way from these trees to the north which would require a slightly longer bridge span. Moving the bridge would retain high value, large specimen trees along the side of the road on the eastern side of the reservoir.

My understanding for the location of the bridge is to minimise the disruption to birds on the reservoir and visual impact to the wider SSSI. However, the loss of the 4 valuable trees (T3, T4, T5 & T6 applicants plan) is a considerable price to pay for this.

The submitted arboricultural method statement provides enough information and measures for the retention of trees.
Landscaping

Allen Pyke Associates landscaping plan within the application drawings drawing no. 2666-LA-01 rev E shows replacement planting and new pedestrian walkway layout.

- Salix alba and Alnus glutinosa are proposed along the roadside, these species are not suitable species for this location; replace with either Quercus robur or Tilia cordata.
- Fraxinus excelsior is proposed, however until the full extent of the Ash die back is known planting this species is not prudent. Planting Carpinus betulus, Pinus sylvestris or Fagus sylvatica would be a better solution.
- Ulmus glabra is proposed, this species is prone to Dutch elm disease and so planting this species is not prudent. Planting Carpinus betulus, Pinus sylvestris or Fagus sylvatica would be a better solution.
- Additional planting on the western bank would also be appropriate.
- The quantity of proposed planting and size of stock will not replace the visual tree amenity lost for the bridge until 40+ years. This time could be reduced by planting 4 extra heavy standards along the road.

Summary

- There is a clear need for the pedestrian bridge with the development of the West Hendon Estate and the level of traffic using Cool Oak Lane.
- The long term structural condition of T4 & T6 is uncertain due to weakly form fork structures, regular tree pruning could manage this risk but reduce visual amenity slightly.
- The loss of 6 high value trees could be avoided by moving it to the north of the trees. However, this will have a greater visual impact on the SSSI.
- If for design, heritage or conservation reasons moving the bridge is not feasible planting 4 very large nursery stock trees and proposed landscaping scheme will offset the loss of trees for the pedestrian bridge.

Recommendations

- Applicant to provide further justification for the current location of bridge and the loss of high value trees.
- Applicant to provide 4 very large nursery stock trees to offset the loss of T3 to T6 on the applicants plan. These trees to be planted close to Cool Oak Lane, suitable species would be Tilia cordata or Carpinus betula.
- Landscaping plans to be reviewed in accordance with the suggestions above.

Informative

- 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.

- “An overarching recommendation is to follow BS 8545: Trees: From Nursery to independence in the Landscape. Recommendations and that in the interest of
Biosecurity, 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 non-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.

**Lighting**

LBB Street Lighting provided previous advise to the applicant in November 2016:

a) **The Lighting will need to be connected to the councils Central Management System.** We need to see a proper lighting layout showing lux levels achieved, what lighting category they are lighting to and how they came to this decision. With attached risk assessments. Has applicant spoken to our service provider, can equipment be maintained going forward as per below comments.

b) **Concerns regarding Vandalism & possible graffiti as equipment is low level.**

c) **Do not recommend the use of low level bollards due to above comment.**

Referral response received on 3 February 2017:

Further to my earlier e mail, please note the following:

The designer should be lighting the Footbridge using the latest BS5489 & ILP lighting standards.

Also, the designer would need to involve Bouygues Energies and Services to ensure they are happy with proposals. In the past footpaths have been lit to an S2 lighting standard, however a risk assessment should be provided as this could lower lighting level depending on usage. We would also recommend the use of LED lighting which could also lead to a lower lighting level. We also advise all assets which are adopted need to incorporate our CMS system.

Applicants response:

To date we have produced a Preliminary Lighting Design report as set out in fee proposal, which is the basis of our appointment.

We were advised that a P2 lighting category is recommended, as per the attached correspondence with Paul Sears at LBB.

As yet we have not issued formal calculations indicating lux levels, but did undertake a preliminary study to ensure our proposals would meet the specified criteria. We understand the need for the lighting equipment to be connected to the councils CMS and the type of system this is. As we have not yet specified the lighting equipment, we have not confirmed compatibility of components or maintenance with Bouygues.
The applicant has confirmed that full specifications of equipment, lighting calculation and consideration of integration with CMS, maintenance, vandalism, etc. in liaison with the service provider, will be developed as part of the detailed design stage.

**Heritage**

“In light that the principle of a footbridge appears to have been established by the Masterplan, the issue would therefore be the impact of the new footbridge on the setting of the listed bridge. Whilst it is noted that the new bridge will not touch the existing bridge, it is not felt that the proposed handrail and railings achieve the objective claimed of allowing views through to the bridge beyond, and are more standard railings. In light that this will impact on the setting of the heritage asset, a better quality of railing should be proposed to help ensure that any harm to the setting of the asset is minimised.”

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 Pedestrian and Cycle Bridge relates solely to those matters reserved for detailed approval in respect of layout, scale, appearance, access and landscaping.
6.3 Heritage Setting

The heritage setting of the existing Grade II listed Cool Oak Lane Bridge is a key factor in considering the suitability of the subject proposal.

The existing Cool Oak Lane Bridge is a Grade II listed structure built in brown brick with three central arches, laid in English bond with pyramidal sandstone caps to the intermediate piers. The existing bridge narrows considerably in the middle and is only wide enough for vehicles to cross in single file. A gas main runs parallel to the north face of the existing bridge.

The National Planning Policy Framework (NPPF) outlines that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of a heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should be supported by clear and convincing justification.

In determining applications, the NPPF stipulates that an applicant should be required to describe the significance of any heritage assets affected, including any contribution made by their setting. With respect to the level of detail, it:

"should be proportionate to the assets’ importance and no more than is sufficient to understand the potential impact of the proposal on their significance" (2012, p.30).

It is therefore of fundamental importance to ensure balanced outcomes that sustain and enhance the significance of heritage assets. In this regard new development should make a positive contribution to local character and distinctiveness. Striking the correct balance is therefore of critical importance.

The existing bridge was first listed Grade II in 2000 and is described on the National Heritage List, thereby establishing the structure as a designated heritage asset. It is noted that it has no group or collective value with other heritage assets in the vicinity, nor is it in a conservation area. The planning policy framework is clear in outlining that the planning system should conserve heritage assets in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of both current and future generations. This is a key consideration in assessing the suitability of the proposed Pedestrian and Cycle Bridge in the context of its heritage setting.

In consideration of the heritage and conservation significance of the existing Cool Oak Lane Bridge, it is noted that Policy DM06: Barnet’s Heritage and Conservation requires that all heritage assets are protected in line with their significance.

Policy DM06 lays out a clear methodology for development proposals involving or affecting heritage assets within the Borough through a requirement to demonstrate the following:

- The significance of the heritage asset;
- The impact of the proposal on the significance of the heritage asset;
- The impact of the proposal on the setting of the heritage asset;
- How the significance and/or setting of a heritage asset can be better revealed;
- The opportunities to mitigate or adapt to climate change; and
- How the benefits outweigh any harm caused to the heritage asset.

6.4 Ecological Considerations

In light of its location within an identified Site of Special Scientific Interest (SSSI), due consideration must be given to the ecological context. An Ecological Assessment Report has been undertaken a part of the reserved matters submission and will be addressed in further detail under Part 7.3 of this report.

It is noted that a fundamental design principle of the proposed Pedestrian and Cycle Bridge has been based on the need to bring forward a proposal that satisfies the requirements of the Environment Agency with respect to flood risk management levels. Condition 26 of the 2013 Permission stipulates that the bridge should be designed with soffit set no lower than 600mm above the 1 in 100 year plus climate change flood event level. It is noted however that discussions between the applicant, LBB Planning officers and the Environment Agency (EA) early in 2016 established that the requirements of Condition did not accurately reflect current requirements.

The above position was formalised with the receipt of written advice in August 2016 confirming that the EA would only be supportive of the use of the 1:250 year flood level (38.76 AOD) as the design flood level. The EA therefore require the soffit of the new bridge to be set 600mm above the design level at 39.36 AOD. This requirement has formed the basis of the proposed bridge design.

7. PLANNING ASSESSMENT

7.1 The Development Framework (The 2013 Permission)

The 2013 Permission established a comprehensive development framework to facilitate delivery of the West Hendon Estate Regeneration Scheme. Notwithstanding the detailed approval granted for Phase 3A and which has been implemented, in granting outline approval for Regeneration Scheme in its entirety, 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, eight of which 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 requires all remaining reserved matters submissions to be made by 20 November 2018, being 5 years from the date 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 requirements of the above conditions.

There are also various conditions which require the submission of supporting information to be submitted with this reserved matters submission:

- Condition 23: Invasive Plant Survey
- Condition 24: Surface Water Drainage Scheme
- Condition 25: FRA Conformity Statement
- Condition 39: Review of Ecological Management Plan
- Condition 43: Land, Tree and Hedge Survey
- Condition 44: Bird/Bat Box Details

It is noted that Condition 22 of the 2013 Permission requires the submission of a Landscape Management Plan as part of reserved matters submissions. A Landscaping Management Plan has not been submitted as part of this application but rather will be submitted as a supporting document to a separate application being prepared for the area of landscaping adjacent the eastern approach to the proposed Pedestrian and Cycle Bridge as shown in Appendix 5 – Indicative Landscaping. This area of land falls outside the red line boundary of the 2013 Permission and as such the applicant proposes to address this interface area as a separate application. The proposed approach is supported.
It is also noted that Condition 26 of the 2013 Permission relates specifically to the proposed Pedestrian and Cycle Bridge and requires the submission of a scheme to design and implement the new crossing must be submitted to, being approved in writing by the LPA prior to construction of the bridge. Condition 26 stipulates that the Pedestrian and Cycle Bridge should be designed with soffit set no lower than 600mm above the 1 in 100 year plus climate change flood event level and abutments set back as far as possible. As mentioned under Part 6.4 above however, the Environment Agency require the use of the 1 in 250 year flood level which therefore requires the soffit of the new bridge to be set 600mm above the design level at 39.36 AOD. Condition 26 also stipulates that the bridge should be of a clear space design, however, where this cannot be achieved it must be clearly justified by the applicant.

Condition 26 also requires the submission of a Construction Method Statement for the consideration by Natural England (NE) and the Canal and River Trust (CRT). The scheme is to address the setting of the Pedestrian and Cycle Bridge in relation to the adjacent listed structure in line with English Heritage Guidance, its setting over the Welsh Harp SSSI and secure by design principles. A Construction Method Statement has been submitted as part of this application and has been reviewed by NE and CRT. No objection has been raised to the discharge of the condition.

The above conditions have been submitted as separate applications but in association with the subject application. Notwithstanding Conditions 24 and 26 which will be recommended for discharge pending further response from the Environment Agency, 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 application.

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.

The fundamental component of the Section 106 Agreement as it relates to the subject application is Schedule H, Bridges, Cool Oak Lane Pedestrian and Cycle Bridge.

Paragraph 1.1 of Schedule H requires that prior to the commencement of Phase 3C the Developer shall submit to the Council:

a) The Cool Oak Lane Pedestrian and Cycle Bridge Specification for its approval
b) Details of the Cool Oak Lane Pedestrian and Cycle Bridge necessary consents; and
c) The timetable for acquiring the Cool Oak Lane Pedestrian and Cycle Bridge Necessary Consents for its approval.

Paragraph 1.2 requires that that the Developer shall use reasonable endeavours to obtain the Cool Oak Lane Pedestrian and Cycle Bridge Specification submitted pursuant to Paragraph 1.1.

Paragraph 1.3 requires that the Developer shall apply for and use reasonable endeavours to obtain the Cool Oak Lane Pedestrian and Cycle Bridge Necessary Consents whilst
Paragraph 1.4 stipulates that the Developer shall keep the Council informed on a quarterly basis of the progress made to obtain the Cool Oak Lane Pedestrian and Cycle Bridge Necessary Consents.

Paragraph 2.4 of the Section Agreement relates specifically to the timing of the delivery of the Pedestrian and Cycle Bridge. It is noted that a Deed of Variation to the Section 106 Agreement and in association with application H/03991/14 altered the timing requirement associated with the delivery of the Cool Oak Lane Pedestrian and Cycle Bridge. In accordance with the above Deed of Variation, delivery of the Pedestrian and Cycle Bridge is required prior to the date of first occupation of a Residential Unit within Phase 3C. Further, it is noted that development of Phases 4, 5 and 6 shall not commence until construction of the Pedestrian and Cycle Bridge has been completed.

The above obligations have been satisfied in so far as they relate to the subject application.

7.1.3 The Development Specification Document (DSD)

The Development Specification Document (Development Specification Revision A), referred to under Condition 5 of the 2013 Permission, acts as a development control document. Paragraph 5.62 of the DSD states that delivery of the Cool Oak Lane Pedestrian and Cycle Bridge is expected to be more simplistic in design and levels than the Silk Stream Bridge. As stipulated under paragraph 5.63 and the Cool Oak Lane Bridge Parameter Plan, the established parameters denote that the bridge sits away from the listed structure of the existing Cool Oak Lane vehicular bridge and spaces the Welsh Harp SSSI at an illustrative clear width of 3 metres and illustrative length of 50 metres.

7.1.4 Design Guidelines

The Design Guidelines (Design Guidelines Rev A) referred to under Condition 5 of the 2013 Permission establish specific design guidance for the pedestrian and cycle bridges (Cool Oak Lane and Silk Stream) to be constructed as part of the West Hendon Estate Regeneration Scheme.

Paragraph 2.17.1 of the Design Guidelines stipulates that two new bridges over the Silk Stream and Cool Oak Lane are proposed to improve links between West Hendon and the public open spaces located around the reservoir and in the wider area. Moreover, to provide alternative connections to the recreational fields to the west, improving the accessibility of these resources for residents of the Estate.

Paragraph 2.17.5 stipulates that if the bridges are lit, they should be lit with low level luminaries under a switching and control regime designed to promote security and allow for the use of CCTV while also keeping disruption to the SSSI to a minimum.

Paragraph 2.17.6 states that the Cool Oak Lane Pedestrian and Cycle Bridge should be designed as a single span structure to the north of the existing bridge to allow for good pedestrian and cycle connections to existing routes.

Paragraph 2.17.7 indicates that the Cool Oak Lane Pedestrian and Cycle Bridge should be designed to be structurally independent of the listed bridge. It should have a positively
drained deck and incorporate the existing pipe bridge utilities to avoid any damage or long term implications on the listed bridge.

7.1.4 Statement of Compliance

A Statement of Compliance accompanying the subject reserved matters submission is included below:
<table>
<thead>
<tr>
<th>Condition</th>
<th>Document</th>
<th>Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Development to be contained in the hybrid planning application boundary.</td>
<td>Yes</td>
</tr>
<tr>
<td>2</td>
<td>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.</td>
<td>Yes</td>
</tr>
<tr>
<td>3</td>
<td>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.</td>
<td>Yes</td>
</tr>
<tr>
<td>4</td>
<td>Development commenced in accordance with Table 19.1 and 19.2 of the EIA (Environmental Mitigation).</td>
<td>Yes – see Document 5</td>
</tr>
<tr>
<td>5</td>
<td>Reserved matters to be submitted in accordance with the Development Specification Revision A, the Design Guidelines Revision A and also the 11 Parameter Plans.</td>
<td>Yes – see this document and A&amp;M DAS</td>
</tr>
<tr>
<td>6</td>
<td>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.</td>
<td>Yes</td>
</tr>
<tr>
<td>7</td>
<td>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.</td>
<td>Yes – see Section 6 of this report</td>
</tr>
<tr>
<td>10</td>
<td>The maximum number of residential units to be developed on the application site shall not exceed 2,000.</td>
<td>N/A</td>
</tr>
<tr>
<td>11</td>
<td>The total quantum of built floorspace for the Development across the site shall not exceed the GEA for individual land uses comprising: a) 202,000sqm 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).</td>
<td>N/A</td>
</tr>
<tr>
<td>12</td>
<td>No building within the outline scheme shall exceed 29 floors in height.</td>
<td>N/A</td>
</tr>
<tr>
<td>13</td>
<td>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.</td>
<td>N/A</td>
</tr>
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</tr>
<tr>
<td>14</td>
<td>All residential units shall be constructed to achieve not less than Code Level 4 in accordance with the Code for Sustainable Homes.</td>
<td>N/A</td>
</tr>
<tr>
<td>15</td>
<td>All non-residential units shall achieve BREEAM ‘good’.</td>
<td>N/A</td>
</tr>
<tr>
<td>16</td>
<td>All residential units shall be constructed to achieve the minimum internal space standards set out in Table 3.3 of the London Plan (2011).</td>
<td>N/A</td>
</tr>
<tr>
<td>17</td>
<td>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.</td>
<td>N/A</td>
</tr>
<tr>
<td>18</td>
<td>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).</td>
<td>N/A</td>
</tr>
<tr>
<td>22</td>
<td>Landscape Management Plan — Landscape Management Plan.</td>
<td>N/A</td>
</tr>
<tr>
<td>23</td>
<td>An invasive non-native plants survey.</td>
<td>Information submitted with RM</td>
</tr>
<tr>
<td>24</td>
<td>Detailed surface water drainage scheme.</td>
<td>Information submitted with RM</td>
</tr>
<tr>
<td>25</td>
<td>Conformity statement with Flood Risk Assessment (FRA).</td>
<td>Information submitted with RM</td>
</tr>
<tr>
<td>36</td>
<td>Operational Site Waste Management Plan (OWMP).</td>
<td>N/A</td>
</tr>
<tr>
<td>43</td>
<td>A land survey, tree and hedge survey and arboriculture implications assessment in accordance with the relevant British Standard(s).</td>
<td>Information submitted with RM</td>
</tr>
<tr>
<td>44</td>
<td>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.</td>
<td>Information submitted with RM</td>
</tr>
<tr>
<td>51</td>
<td>Details of the proposed design review panel.</td>
<td>N/A</td>
</tr>
<tr>
<td>68</td>
<td>Parking to be provided for each phase at a minimum of 0.8 spaces per residential unit.</td>
<td>N/A</td>
</tr>
</tbody>
</table>
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.

- **Single Span Bridge**

As mentioned under paragraph 2.17.5 of the Design Guidelines, the Pedestrian and Cycle Bridge should be designed as a single span structure. The proposed design is based on a structure of five equal segments with four intermediate piers in the water, resulting in an overall span of 45.4 metres.

The rationale for this approach is as that by breaking up the span into five shorter sections, this allows for a slender and lightweight structure which can sit predominantly below the level of the listed bridge as to avoid a dominating effect that visually competes with the listed structure. As illustrated in Appendix 6 – Comparative Elevations, a single span bridge on the other hand, with the structure set above the deck level such as in a truss or tied arch structure, whilst providing the deck level to be kept low with accessible gradient approach paths, would produce a bridge form and structure likely to overpower the listed bridge due to the structural elements required to support a single span at the required length.

Justification provided by the applicant also indicates that by breaking the structure into five equal segments promotes engineering efficiency and repetitive offsite fabrication that will allow each of the completed bridge deck sections to be easily transported to site and craned into position from the bank.

A multi-span bridge as opposed to a single span structure is considered in the context of Condition 7 of the 2013 Permission in that it is unlikely to give rise to any new or significant environmental effects in comparison with the development as approved and as assessed in the Environmental Statement.

- **Positively Drained Deck**

The proposed Pedestrian and Cycle Bridge also seeks variation to paragraph 2.17.7 of the Design Guidelines by way of the proposed free draining deck. It is noted that a free draining and the resulting low height and profile of the proposed bridge minimises potential harm to the heritage setting of the adjacent listed bridge. The proposed Pedestrian and Cycle Bridge has been designed as completely flat in elevation which has been made possible through the use of open planking for the deck surface which allows rain water to drain through the deck and into the reservoir.
A free draining deck negates the need for positive drainage channels along the bridge which would in turn require the bridge to have falls built in along its length which would in turn increase the complexity of the structure, raising its height in relation to the existing listed bridge and requiring additional below ground drainage works. On the basis of minimising the height of the deck it is considered that a free draining deck represents a sensible approach and is supported.

The proposed use of a free draining deck as opposed to a positively drained option is not considered to give rise to any new or significant environmental effects in comparison with the development as approved and as assessed in the Environmental Statement. The proposed variation to the Design Guidelines is therefore supported.

- Incorporate the Existing Pipe Bridge Utilities –

Paragraph 2.17.7 also indicates that the proposed Pedestrian and Cycle Bridge should incorporate the existing pipe bridge utilities to avoid any damage or long term implications on the listed bridge. The proposed Pedestrian and Cycle Bridge does not incorporate the existing pipe bridge utilities. Whilst the applicant acknowledges that it is visually desirable to incorporate the existing gas main within the structure, this is not permitted by the utility company and has therefore not been pursued.

7.2 Impact on Heritage Setting

As mentioned under Part 6.3, Policy DM06 lays out a clear methodology for development proposals involving or affecting heritage assets within the Borough through a requirement to demonstrate the following:

- The significance of the heritage asset –

The existing Cool Oak Lane Bridge is a Grade II listed structure, the designer of which is unknown. It is however suggested that it may have been work of William Hoof of Hammersmith, who was engaged to build the reservoir. The heritage value of the bridge is largely historical, surviving in its original form and width and with much of its original fabric intact. Although it cannot be readily viewed due to the limited vantage points around the Welsh Harp SSSI, the Georgian Brickwork characterizing its construction is of considerable aesthetic appeal.

The site of the Cool Oak Lane Bridge is not located within a Conservation Area nor does the existing bridge possess group value with other identified heritage assets in the vicinity. In consideration of the above factors, the Heritage Statement accompanying the reserved matters submission rates its heritage significance to be of medium significance.

- The impact of the proposal on the significance of the heritage asset –

The existing bridge will be complemented by the character and appearance of the proposed footbridge through its proportions, lightness and detail. The proposed bridge has been designed to be as lightweight and elegant as possible, and whilst its north facing parapet will have a degree of opaqueness to prevent the movements of pedestrians and cyclists from disturbing nesting wildfowl, its south facing parapet will be substantially transparent to
afford views of the existing bridge from a new vantage point and thus better reveal the aesthetic qualities of the heritage asset to passing pedestrians.

The proposed bridge has been placed as low as possible within the Environment Agency’s stipulations about flood risk management. This overcomes any visual competition between the existing and proposed structures within the established flood risk management parameters. The proposed Pedestrian and Cycle Bridge is not considered to pose the potential to harm the significance of the designated heritage asset.

– The impact of the proposal on the setting of the heritage asset –

As shown in Appendix 7 – Aerial Photograph, the existing structure provides the only access way across the Welsh Harp SSSI. To the north and south lies thick and abundant natural vegetation that lines the waters’ edge and in this regard it is the setting of the surrounding natural environment that is considered to provide a valuable contribution in terms of the setting of the heritage asset.

From a design perspective the applicant notes that the intention was to set the height of the proposed bridge as low of possible to the water so that in a visual sense the proposed bridge is not in competition with the existing bridge. Ultimately however it is the minimum levels required to comply with the flood risk management requirement of the EA that have dictated minimum heights in this regard.

As shown in Appendix 8 - Illustrative Photomontage, the principle of a single sweeping curve from the existing footpath of the north side of Cool Oak Lane was established as a compelling design form through which to deliver the new crossing. A curved design provides for a simple and intuitive route to read and negotiate for pedestrians and cyclists. To this end the proposed curved design reflects the curved geometry of the listed bridge with the intent of acting as a sympathetic neighbor and one that complements the existing heritage asset.

– How the significance and/or setting of a heritage asset can be better revealed –

As can be evidenced by Appendix 9 – Approach Routes, due to the width of the existing bridge and single track access that is shared by pedestrians, cyclists and vehicles alike, there is currently no opportunities for pedestrians and cyclists to be able to appreciate the natural setting of the heritage asset due to a lack of accessibility.

Notwithstanding the loss of six trees that is required to facilitate construction, the proposed Pedestrian and Cycle Bridge will provide an alternative access route that will reveal the existing bridge through the provision of a viewing opportunity when pedestrians are standing stationary on the the proposed bridge.

– The opportunities to mitigate or adapt to climate change –

The proposal construction of a dedicated pedestrian and cycle bride will support sustainable movement and encourage greater utilisation of open spaces and recreational and leisure facilitates located to the west of the Estate. In this regard the proposal will preserve the heritage setting of the existing bridge whilst providing an attractive and safe
access route for pedestrians and cyclists, reducing the need for vehicle travel and the associated carbon dioxide emissions.

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 the construction of the Proposed Cool Oak Lane Pedestrian and Cycle Bridge will comply with the Council’s statutory duty under this legislation.

The development of a dedicated Pedestrian and Cycle Bridge at the West Hendon Estate 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.

The details submitted have been assessed and found to comply with statutory requirements and policy provisions applicable to the subject land. In undertaking the assessment, the proposal has been considered against the established development framework as established under the 2013 Permission. That is, the Development Specification Document, Parameter Plans and Design Guidelines, enforced by condition of the 2013 Permission.
Minor variations proposed under the subject application have been considered within the context of the established development framework, 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 unlikely 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.

The proposal will improve pedestrian linkages to surrounding open spaces, leisure and recreational facilities to the west of the Estate, supporting more sustainable patterns of movement, improving the wellbeing of the area and encouraging greater use of the open spaces.
Appendix 2 – Proposed Pedestrian and Cycle Bridge
Appendix 6 – Comparative Elevations

Five spans with four piers

Truss option

Tied arch option
Appendix 7 – Aerial Photograph
Appendix 8 – Illustrative Photomontage
Appendix 9 – Approach Routes

Approach from West

Approach from East