

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

REFERENCE: H/01054/13 **Received:** 15/3/13

Accepted: 18/3/13

WARD: West Hendon **Expiry:** 08/7/13

Final Revisions: 10/6/13

APPLICANT: Barratt Metropolitan LLP

PROPOSAL: 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.

Submission of Environmental Statement.

EXECUTIVE SUMMARY

The application involves the redevelopment of the West Hendon Estate which has been identified as one of the council's Priority Housing Estates for regeneration as set out in Barnet's Local Plan Core Strategy Development Plan Document. The proposed redevelopment is consistent with the sustainability principles advocated by national planning policy in the National Planning Policy Framework and London Plan Policy.

The application will supersede the permission granted in 2008 for the comprehensive redevelopment of the estate. It seeks to build on the initial phases that have been built out, but now excludes Ramsay Close and other buildings along the Broadway which were previously to be subject to compulsory purchase in order to facilitate the widening of the Broadway and the redevelopment of the local centre. The inclusion of these elements is no longer commercially viable and the loss of family units of reasonable quality on Ramsay Close is not considered desirable.

The proposals will bring forward the much needed transformation of the area and the removal of a blighted 1960's housing estate. It will create a balanced, mixed and inclusive community and will significantly enhance the physical environment of the estate bringing about improvements to the quality of life for existing residents and the wider community through the provision of enhanced social and environmental infrastructure.

The proposals will provide a total of 2,000 residential units in a reconfigured layout formed of courtyard blocks and four tall buildings along a regenerated York Park. This will bring new residents into the area, responding to recognised housing need within Barnet and London. It will transform the character of West Hendon and the Broadway from a run-down, isolated area to an integrated urban location benefiting from the high quality landscape and linkages with the Welsh Harp reservoir.

The scheme will provide land for a new 2 form entry primary school and nursery and associated community centre. Additional community and commercial facilities will be provided on the Broadway together with an enhanced public realm and highways layout significantly improving local pedestrian and cyclist connectivity.

A new strategic network of open green spaces would be provided within the area strengthening links to the Welsh Harp open space and West Hendon recreation ground accessed via two new pedestrian bridges. The site will benefit from extensive investment in public realm and open space including a renewed York Park with two equipped play areas and a civic space connecting the Broadway to the Welsh Harp.

The planning application is in a Hybrid form and comprises of the comprehensive redevelopment of the West Hendon Estate with phase 3a and 3c (in part) submitted in detail. Phases 3b, 3c (in part), 4, 5 and 6 remain in outline form and subject to further Reserved Matters applications.

Affordable Housing

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

The application complies with London Plan 3.12 in that it results in no-net loss in affordable housing floorspace. Although it does not meet the target set Local Plan Policies CS4 and

DM10 which set a borough-wide target of 40% housing provision to be affordable, it should be noted that the wider regeneration benefits, including an increase in private tenure, will assist in transforming the area and reducing social inequalities in accordance with supporting paragraph 3.82 of the London Plan.

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

Urban Design

The Masterplan and Design Guidance (which will assist in the delivery of high quality future phases) are considered to ensure a coherent layout, form and appearance to the development with variation provided by height changes between blocks. The detailed element proposes a simple palette of high quality materials including brick facades that will be a significant improvement on the existing estate and proposals for the site granted in 2008.

The detailed element of the application demonstrates the high quality of architecture that is expected to be delivered on the site. The scheme proposes an increase in density in comparison to the existing estate with the inclusion of four residential tower blocks, one of which Block (E2) is submitted in detail as part of the application. This is deemed to accord with Local Policy which promotes tall buildings in this location and complies with Tall Building Policies in the London Plan.

Transport and Parking

The comprehensive redevelopment of the Estate will re-integrate the development with the surrounding residential streets and facilitate improved pedestrian and cycle connections throughout the local area. In addition traffic movement along West Hendon Broadway will be improved by the removal of the Perryfield Way gyratory and bus lanes.

The proposed new access arrangements and highways impact have been subject to review and assessment by the Council's Traffic and Development Team who raise no objections to the development. The resultant vehicle trips will be satisfactorily accommodated within the existing transport network providing the proposed package of transport works is implemented.

1,600 car parking spaces (0.8 spaces per unit) will be provided for the development in accordance with the Council's parking standards. These will largely be accommodated 'on-plot' within undercroft or basement car park, with some on-street. Cycle and disabled parking will be provided in accordance with the London Plan standards.

The TA demonstrates that careful and extensive work has been undertaken to examine the existing situation and to use suitable data to build acceptable models of the area. All assessment work is in accordance with national guidance and best practice on schemes of this nature and size.

Open Space and Recreation

Proposals would provide an increase in the quantity of useable on-site amenity space and is considered to substantially raise the quality of open space in comparison to the existing provision. York Park will be reconfigured with improved landscaping and boundary treatment to the SSSI, together with two new equipped play areas. Further amenity will be provided as part of a linear space connecting the Broadway with York Park. In addition all blocks will be

provided with communal courtyards and/or terraces. All residential units will be provided with private amenity space in the form of a balcony or terrace.

Two new pedestrian footbridges are proposed to connect the estate to the existing West Hendon Recreation Ground and a contribution of £979,000 is sought for improvements to off-site leisure and recreation provision in this area. The Cool Oak Lane pedestrian and cycle bridge would be provided prior to the completion of Phase 3c as would £400,000 of the off site leisure and recreation contribution to ensure significant enhancements including Youth Provision, MUGA and landscaping in close proximity to the site early in the scheme's roll out.

Community Facilities

The proposals make provision of land for a new two-form of entry primary school and nursery together with adjacent community floorspace. Additional community floorspace would be provided on the Broadway. In addition an interim temporary provision has been captured within the S106 to account for the early demolition of 189 The Broadway.

The proposed re-provision of community centre facilities is considered sufficient to meet existing and future needs particularly as the proposed facilities would be modern, purpose built and flexible multi-functional spaces of enhanced quality.

Landscape and Visual

The main areas of visibility of the site are from the residential roads to the east and open countryside and parks within a 1km radius to the north, west and south of the site. Despite the increased visibility of parts of the development from the surrounding area, the proposed townscape is considered to represent a long-term beneficial enhancement when compared to the existing estate as the proposals mitigate the poor quality existing environment. There is not considered to be any significant adverse visual impact on landscape character.

Significant short term visual impacts will arise throughout the construction process on local residents which will be difficult to mitigate along and around West Hendon Broadway, where views will be direct and in close proximity. However, given the short term nature of the effect, the impact is not considered to be significant and would be a temporary adverse effect on the landscape character.

Trees

Within the site a total of one hundred and eleven individual trees and one group of trees were surveyed. These were found to be of mixed condition and age providing a variety of amenity benefits. These trees have been categorised according to their quality and value:

- 21 Category A trees, of which 19 are retained
- 47 Category B trees, of which 10 are retained
- 30 Category C trees, of which 1 is retained

14 Category C/U or U which are assessed to be best removed for health and safety and/or landscape amenity reasons.

The submitted tree survey and landscaping details identify five Category A trees to be removed including three Limes and two Oak trees.

The three Lime trees are a part of a line of London Plane and Lime trees identified as a part of the most significant arboricultural feature at or immediately adjacent to the current development site. The line follows the boundary of the SSSI and has a collective amenity value that exceeds the value of the individual trees in addition they contribute to screening and softening of the west Hendon estate when viewed from the east. It is considered that this group of 21 trees is worthy of inclusion within a Tree Preservation Order.

Following discussions with the Council's Tree Officer the applicant has proposed to submit amendments to the Landscaping design in order to ensure that the three Lime Trees are retained. This is captured by condition with amended details to be submitted prior to commencement of the development.

It has not been possible to retain the two Category A Oak trees which are located within the main development areas of the site, however mitigation measures for the loss of the Category a trees would include a new framework of oak and lime trees, supported by smaller trees – wild cherry, bird cherry, rowan, birch and alder in York Park.

Biodiversity

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

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

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

Conditions are recommended in order to mitigate concerns raised by Natural England, Environment Agency, Canals and Rivers Trust and other local stakeholders regarding effects on the SSSI. This includes the requirement for an Ecological Management Plan incorporating long-term monitoring.

Sustainability and Energy

The proposed redevelopment would make efficient use of brownfield land, would improve and promote public transport accessibility and create a mixed and balanced community.

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

Flood Risk

Relevant surface water features relating to the application site include two watercourses, Silk Stream and the River Brent which flow into Brent Reservoir.

Due to the site's low permeability geology, infiltration SUDS are impractical and therefore attenuation SUDS have been used. These measure will include a combination of pervious pavement (lined), green roofs, swales and underground storage/ settling chambers. The

SUDS measures will also provide water quality improvements, compared to the existing drainage network.

Noise

During the demolition and construction phase, the greatest noise-related impacts are likely to occur during any initial demolition, breaking out and earthworks stages when the application site is being cleared and the ground prepared/excavated. Once this is complete it is considered that the construction activities associated with the construction of new building envelopes should give rise to lower noise emissions.

The dominant source of noise that will affect future residents is road traffic on The Broadway. As some of the new properties will be positioned along this boundary, design measures have been recommended where necessary.

Air Quality

Barnet is designated as an Air Quality Management Area due to high levels of nitrogen dioxide (NO₂) and particulate matter (PM₁₀) attributable to road traffic emissions. These impacts are considered to be temporary and mitigation measures proposed would ensure that the impact would not be significant.

In-design mitigation includes mechanical ventilation with heat recovery (MVHR) specified for all apartments and the installation of winter balconies where appropriate in order to minimise exposure. Commercial building exhaust vents will be positioned at a high level to minimise air quality impacts to neighbouring dwellings.

RECOMMENDATION:

Resolution to approve subject to:

Recommendation 1:

The application being one of strategic importance and therefore referred to the Mayor of London and no direction being received to refuse the application or for the Mayor to act as the Local Planning Authority for the purpose of determining the application.

Recommendation 2:

Subject to recommendation 1 above, that the applicant and any other person having a requisite interest be invited to enter by way of an agreement into a planning obligation under Section 106 of the Town and Country Planning Act 1990 and any other legislation which is considered necessary for the purposes seeking to secure the following:

- A. Legal Professional Costs Recovery
Payment of the Council's legal and professional costs of preparing the Agreement and any other enabling arrangements;
- B. Enforceability
All obligations listed below to become enforceable in accordance with a timetable to be agreed in writing with the Local Planning Authority;
- C. Affordable Housing
 - i. The applicant shall secure the provision of a minimum 25% (500 units) of the residential units as affordable. Of these units a minimum of 43% (215 units) will be for social rent with the remainder as Intermediate Housing.
 - ii. Phases after phase 3a shall be subject to review to ensure the maximum appropriate level of affordable housing is secured subject to viability.
- D. Education
 - i. Undertaking of school land works (clearance, contamination remediation, earthworks, provision of access and services to the school site) in phase 5 to prepare the School Site for the construction of a 2 form entry primary school, nursery and associated community building.
 - ii. Contribution of £5,286,043 for the provision of education facilities including the New School and adaptations extensions expansions or additions to primary schools and or educational facilities or community facilities to be used for educational purposes (including playing fields in the vicinity of the development).
- E. Community Centre
 - iii. The applicant shall make a contribution to the council of £1,284,596 in phase 5 to secure the provision of a new community centre of 500sqm GEA to be delivered adjacent to and complementary to the new primary school.
 - iv. The applicant undertakes to provide a temporary community unit from phase 3c until permanent reprovision at phase 5 to account for the demolition of 189 The Broadway at phase 3b.
- F. Estate Management Plan
The applicant shall agree and implement an estate management plan which secures future management of the Site.

- G. Off site Open Space and sport facility Provision
The payment of a contribution of £979,000 index linked towards improvements to recreational, open space and sports facilities in close proximity to the application site.
- H. SSSI Contribution
- i. The payment to the council of £300,000 towards the funding of a SSSI warden post to monitor the impacts of the scheme on the SSSI, to engage and educate future residents of the estate and to provide advice and instruction to the Estate Management Group regarding interactions between the Estate and the SSSI.
 - ii. The payment of £200,000 towards measures to maintain and improve the ecological value of the SSSI
- I. Cool Oak Lane Bridge
The applicant shall construct the Cool Oak Lane Pedestrian and Cycle Bridge prior to occupation of more than 75% of the private units in Phase 3c.
- J. Silk Stream Bridge
The applicant shall construct the Silk Stream Bridge prior to occupation of more than 75% of units in phase 5 or prior to the date upon which the new 2 form entry school is occupied, whichever is the earlier.
- K. Employment and Training
- i. The applicant shall pay a contribution of £519,090 (index-linked) towards the delivery of skills training enterprise and Employment opportunities in connection with the development including the funding of the Skills Development Co-ordinator.
 - ii. The applicant shall provide a forecast of employment and skills requirements generated in association with the development 3 months prior to the commencement of each phase.
 - iii. The developer shall provide the council or its designate contractor with details of employment or job opportunities arising from the development at least 10 working days prior to such vacancies or job opportunities being offered outside of the London Borough of Barnet.
- L. Major Highway Improvements
- i. Securing the implementation of the Major Highway Improvements including the elimination of the Perryfield Way Gyratory system, associated improvements and enhancements on the A5, and Station Road to be delivered within Phase 4, prior to occupation of a net increase of 655 units on site.
 - ii. Interim highway measures subject to transport assessment to the sum of £600,000.
- M. Travel Plan
The applicant shall enter into a Travel Plan for the residential, community and nursery uses on the site that seeks to reduce reliance on the use of the private car. The Travel Plan shall include the following obligations to facilitate modal shift in the choice of transport mode available to occupiers of the residential units as follows:
- i. Provision of £300 per unit (up to a maximum of £600,000) to be applied towards funding of travel vouchers for each residential unit within the development to be applied towards either car club membership, oyster card credit, or a cycle voucher.
 - ii. In line with the incentives above, the provision of a car club and allocation of two car parking spaces at different locations on the site for use by the car club

- N. Travel Plan Monitoring contribution
Payment of a financial contribution of £45,000 to the Council towards its costs in promoting more sustainable modes of transport and monitoring the travel plan that will be submitted for the development.
- O. Local Bus Service Contribution
- i. The sum of £450,000 to be paid to fund an additional bus service in the am peak for 5 years to address the rise in capacity resulting from the development.
 - ii. A further sum of £450,000 subject to assessment of the impact of the scheme on the Local Highway Network following the Major Highway Works.
- P. CPZ Review
- i. A sum of £126,000 towards CPZ review of the local area.
 - ii. A sum of £2,500 per phase or sub phase for traffic order amendments.
- Q. Legible London Pedestrian Signage Improvements
A sum of £37,675 to secure Legible London Pedestrian Signage
- R. Cycle Network
The Sum of £96,000 towards improvements to the local Cycle Route Network
- S. S106 Monitoring
The sum of £120,000 towards the council's costs of monitoring the Planning Obligations against the progress of the phases of development.

Recommendation 3:

That subject to Recommendation 1 and upon completion of the agreement specified in Recommendation 2, the Acting Assistant Director of Planning and Development Management approve the planning application reference H/01054/13 under delegated powers subject to the following conditions and any changes to the wording of the conditions considered necessary by the Acting Assistant Director for Planning and Development Management as set out in **Appendix 1**.

PROCEDURE FOR DETERMINING THE PLANNING APPLICATION

The planning application for the redevelopment of the West Hendon Estate was submitted in March 2013 and has undergone consultation for a period of 5 weeks. Approximately 6,700 properties in Barnet and 1360 properties in Brent were notified of the planning application.

Following discussions with the local planning authority, an addendum to the planning application was submitted in June 2013 and was subject to consultation for a further period of 3 weeks.

The application is one of strategic importance (as the scheme includes more than 150 residential units) and is therefore referable to the Mayor of London. The Mayor of London formally considered the proposal in March 2013 and issued a 'Stage 1' report. The contents of this report have been considered by both the Council and the applicant and their comments and concerns are addressed within this report.

Should Members resolve to grant planning permission for this application, the application will be referred back to the Mayor of London prior to the issue of any decision as a 'strategic development'. The Mayor has a period of 14 days from the date of referral to consider the Council's resolution before issuing his decision. The Mayor will direct that either the Council can determine the application at a local level; direct that the application should be refused or choose to take the application over and determine the application directly. Under the Mayor of London Order 2008, the Mayor can choose to either approve or refuse the application.

BACKGROUND TO APPLICATION

The London Plan 2004 identified Cricklewood/Brent Cross/West Hendon as an Opportunity Area with the potential to provide a minimum of 10,000 new homes. A planning framework for the Opportunity Area was subsequently prepared jointly by London Borough of Barnet and the Mayor. The Council adopted it as Supplementary Planning Guidance (SPG) in April 2004 and the Mayor subsequently adopted it as his Opportunity Area Planning Framework in December 2005. The SPG identifies the site as the "West Hendon Residential Quarter and Local Centre".

The West Hendon element of the opportunity area was dropped in the London Plan 2011 given that there was an outline planning permission in place for the site. However, the Barnet Local Plan (Core Strategy) adopted in September 2012 designates the West Hendon Estate as one of the Council's Priority Housing Estates for Regeneration, forming part of the Barnet's Three Strands Approach "Protection, Enhancement and Growth" which seeks to guide regeneration in the Borough.

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

The existing 680 homes will be replaced by a new mixed tenure neighbourhood of up to 2,200 new homes, a net increase of 1,500 homes. In addition approximately 10,000m² of non-residential floorspace will be built to help create a focal point around a new town square. This programme is under way. It is estimated that the scheme will be completed before 2026. The redevelopment of West Hendon is being taken forward in parallel, but independently of the regeneration of Brent Cross – Cricklewood.

An outline planning application for the redevelopment of the West Hendon Estate was originally submitted in December 2004 by Metropolitan West Hendon (Metropolitan Housing Trust). London Borough of Barnet resolved to grant permission in January 2006 (following an earlier committee where it was resolved to grant followed by further amendments to the application). Barratt Homes Limited became involved in the development in mid-2005 and required a number of amendments to reflect financial viability concerns.

Following legal advice and subsequent review of the scheme, the application was taken to planning committee on 19th March 2008, with outline planning permission reference W13987/04 being approved on 1st July 2008.

The Council entered into a development agreement with the key regeneration partners in 2006 which made a commitment to approximately £450 million investment over 10 years. A

limited liability partnership – Barratt Metropolitan LLP (BM LLP) – was initiated to oversee the implementation of the scheme.

A standalone application (W13230A/07) and separate s.106 legal agreement was approved in December 2007 for “Pilot Phase 1(a)” of the scheme. This comprised “demolition of existing buildings and erection of part two storey and part three storey terrace of 6 houses, with new access road off Tyrrel Way and 2 two storey semi-detached houses fronting Cool Oak Lane. Provision of car parking spaces and landscaping”. This development has now been implemented.

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

Financial constraints have meant that subsequent phases of the existing outline consent have not been possible and in 2011 Barratt Metropolitan LLP (BM LLP) entered into discussions with London Borough of Barnet to amend the consent and Section 106 agreement, initially proposed through a Section 73 submission.

A new professional team was employed by BM LLP in September 2011 in order to revisit the approved Masterplan with a view to finding a viable solution for the future development of the site that would be acceptable by London Borough of Barnet.

Since Autumn 2011 LBB has engaged in pre-application discussions with BM LLP resulting in significant revisions to the site layout, reduction in application site area and provision of land for a new Primary School. This formed the basis for this application in March 2013.

1. MATERIAL CONSIDERATIONS

1.1 CORPORATE PRIORITIES AND DECISIONS

Barnet's Sustainable Community Strategy - 2010 -2020

The Sustainable Community Strategy for Barnet 2010-20 is the 'umbrella strategy' for all the plans and strategies of our key partners. It sets out a strategic vision for Barnet as a place and provides vehicle for addressing difficult cross-cutting issues.

The vision for Barnet states:

"It is 2020. Barnet is known as a successful London suburb. It has successfully ridden difficult times to emerge as resilient as ever. The public service is smaller than before but the organizations within it, through effective partnerships, work together to deliver good services and there is a healthy relationship between them and residents who do things for themselves and their families.

Established and new residents value living here for the borough's excellent schools, strong retail offer, clean streets, low levels of crime and fear of crime, easy access to green open spaces and access to good quality healthcare.

Barnet is an economically and socially successful place. With high levels of educational qualifications and access to good transport networks, residents continue to have access locally, in other parts of London and beyond to jobs in a wide variety of different industries.

Barnet's success is founded on its residents, in particular through strong civic society, including its diverse faith communities, founded on an ethos of self help for those that can, and support through a wide range of volunteering activities for others. Different communities get on well together with each other".

This regeneration proposal helps to deliver this strategic vision for Barnet.

Barnet's Corporate Plan 2013-2016

The following priorities within the Corporate Plan are embedded within this proposal.

1. To maintain a well designed, attractive and accessible place, with sustainable infrastructure across the borough.
2. To maintain the right environment for a strong and diverse local economy.
3. To create better life chances for children and young people across the borough.
4. To sustain a strong partnership with the local NHS, so that families and individuals can maintain and improve their physical and mental health.
5. To promote a healthy, active, independent and informed over 55 population in the borough to encourage and support our residents to age well.
6. To promote family and community well-being and encourage engaged, cohesive and safe communities.

The proposed development accords with the Council's corporate objectives and has the potential to deliver substantial regeneration benefits in terms of housing, social, community and physical improvements.

1.2 Relevant Previous Decisions

Application Reference	Address	Description	Decision
W13937/04	West Hendon Estate, NW9	Redevelopment of site including the demolition of all existing buildings and construction of 2171 new residential units, approximately 10,000sqm of non-residential floorspace for retail (Class A1), office (Class A2), food and drink (Class A3), business (Class B1) and social/community and leisure (Classes D1 and D2) uses and provision of associated public and private open space, landscaping, car parking, access arrangements and highway/pedestrian improvements.	Approved 2 July 2008
H/04103/08	Rosemead and Warner Close West Hendon Estate, NW9	Reserved matters application seeking approval for landscaping, siting, design and external appearance in relation to Phase 2A of the redevelopment of West Hendon Estate, comprising 186 residential units (161 flats in block 'L' and 20 flats and 5 terraced houses in block 'M') pursuant to Condition 3 of outline planning permission W13937/04 for the redevelopment of the site approved 1 July 2008.	Approved 22 December 2008
W13230A/07	Lakeview Children's and Family Centre Tyrrell Way, NW9 7DX	Demolition of existing buildings and erection of part two storey and part three storey terrace of 6No. houses, with new access road off Tyrrel Way and 2No. two storey semi-detached houses fronting Cool Oak Lane. Provision of car parking spaces and landscaping.	Approved 14 August 2009
H/03152/12	West Hendon Estate, NW9	West Hendon Estate Request for EIA Screening and	Opinion issued 11 January 2013

1.3 PRE-APPLICATION CONSULTATION

Consultation on the West Hendon regeneration proposals has been ongoing with residents and local stakeholders since 2002. This has been led by both London Borough of Barnet and the applicant. A non-statutory Test of Opinion to determine the support of residents for the principle of regeneration was held in November and December 2002, administered by the Electoral Ballot Reform Services. Of those eligible, 63% voted with 75% in favour.

The Resident Regeneration Group (RRG) has been established for over ten years. This group is facilitated by a Resident Independent Adviser and is open to all residents of the West Hendon Estate and has been engaged through the design and development process acting as a focus for detailed discussion of the plans.

Consultation took place throughout the previous planning application between 2005 and 2008 process with the RRG and community groups and the RRG was provided with regular updates during a period of financial review between 2008 and 2010 to keep residents in touch with any changes to and progress with the development of the first phase on-site.

The RRG were engaged once the full review of the masterplan commenced in 2010. In addition to updates to the RRG, community engagement was held to reach the wider community on the changing approach to the scheme. This was carried out in two stages:

Stage One was carried out at an early stage of the design process in February/March 2012. This included:

- Dialogue with the RRG and local ward councilors.
- Distribution of newsletter to 680 households on the estate and businesses along the Broadway.
- Public exhibition and consultation event in the Community Space, 189 West Hendon Broadway on 27th March between 3.30pm and 8.30pm, attended by 70 local residents, business owners and community group members.
- Feedback forms were provided for comments on the emerging Masterplan.

The applicant's submitted Statement of Community Involvement identifies that the majority of attendees were positive about proposals with the vast majority considering estate regeneration to be an urgent priority. The following main issues were raised:

- Concerns over the protection of green areas and children's play provision
- Concerns about parking provision with residents wanted off-street parking and businesses on the West Hendon Broadway concerned that proposals will prevent them from having vehicular access
- Residents' requirement for a viable community centre in the estate to be used for social means
- Residents' concerns regarding re-housing during the demolition process
- Residents' reassurance that security would be increased

Responses were fed back to the RRG in May 2012.

Stage Two took place between October and December 2012 and comprised:

- Meetings with stakeholder groups (Welsh Harp Joint Consultative Committee, West Hendon Ward Members, Leader of the Labour Group and RRG);

- Distribution of letter to 5,500 Barnet residents on the status of the project;
- An advert in the West Hendon Times on 29th November.
- A public exhibition setting out full details of the proposals contained within the planning application took place between 3pm and 9pm on Wednesday 5th December and 10am and 1pm on Saturday 8th December.

A dedicated consultation helpline and contact email address was made available to residents from March 2012, and remains operational during the determination of the planning application)

The applicant's Statement of Community Involvement states that 180 visitors attended the exhibition, with a total of 38 feedback forms received. In addition six emails and eight telephone calls were received requesting further information. While the SCI states that many of the responses were positive, concerns were raised relating to the following issues:

- High rise buildings;
- Privacy;
- The right to light;
- Parking;
- Increased congestion;
- Timescale for rehousing;
- Impact on wildlife and conservation area;
- Increasing population;
- Disruption during the redevelopment process;
- Lack of affordable housing.

Since the planning application was submitted BMLLP has completed the following community engagement activities:

- Attended regular Residents Regeneration Group (RRG) meetings
- Presented to the application to the Welsh Harp Joint Consultative Committee
- Distributed a newsletter and survey of estate leaseholders and freeholders
- Attended an open meeting of residents held in the West Hendon Estate community centre in which more than 60 residents attended
- Arranged a site visit and presentation for the 'Welsh Harp Conservation Group'
- Arranged a site visit and presentation for GLA Member for Barnet Andrew Dismore and LBB Leader Alison Moore

BMLLP has also committed to joining both the proposed West Hendon Regeneration Partnership Board, which is currently being discussed with all proposed stakeholders, and to ensuring that residents are kept informed of all significant construction work during each phase of the project. The Partnership Board's purpose will be to monitor the regeneration of West Hendon to ensure it is fit for the future residents of the West Hendon estate. Partnership Board members will also provide feedback on issues related to the re-development, regeneration and future management.

In summary there has been significant pre-application consultation and engagement with residents, the wider community and relevant stakeholders.

1.4 KEY RELEVANT PLANNING POLICY

Introduction

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan published July 2011 and the Barnet Local Plan Core Strategy and Development Management Policies Documents adopted in September 2012. These statutory development plans are the main policy basis for the consideration of this planning application.

A number of other planning documents, including national planning guidance and supplementary planning guidance and documents are also material to the determination of this application.

More detail on the policy framework relevant to the determination of this development and an appraisal of the proposal against the development plan and Local Plan policies of most relevance to the application is set out in the appraisal below and in **Appendix 2**. In subsequent sections of this report dealing with specific policy and topic areas, there is further discussion where appropriate, of the key policy background. This is not repeated here or in Appendix 2.

The London Plan and Barnet Local Plan Core Strategy and Development Management Policies

Appendix 2 highlights relevant London Plan and Barnet Local Plan policies and appraises the proposal against these policies.

The officers have considered the development proposals very carefully against the relevant policy criteria and, as Appendix 1 shows, have concluded that that the development will fulfil them to a satisfactory level, subject to the conditions and planning obligations recommended. The proposed development is considered to comply with the requirements of the development plan and the Local Plan.

Supplementary Planning Guidance and Documents

A number of local and strategic supplementary planning guidance and documents are material to the determination of the application. **Appendix 2** sets out the supplementary planning guidance which is relevant to the consideration of this application.

National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in March 2012. The NPPF sets out the Government planning policies for England and how these are expected to be applied.

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

The Community Infrastructure Levy Regulations 2010

Planning obligations need to meet the requirements of the Community Infrastructure Levy Regulations 2010 (as amended) to be lawful. Officers have concluded that the planning obligations recommended are legitimate and appropriate under these regulations. The applicant has agreed the contributions set out in recommendation two.

2. DESCRIPTION OF DEVELOPMENT, SITE AND SURROUNDINGS

2.1 Description of Development

Planning permission is sought for the comprehensive redevelopment of the West Hendon estate and comprises the demolition of all existing buildings (some 597 residential units within the estate, retail premises with a further 33 to 35 private residential units along West Hendon Broadway and community buildings) within the defined planning application boundary (12.99 ha).

The proposals comprise:

- Construction of up to 2,000 residential units (maximum 202,000 sq m GEA)
- Provision of 3,870 sq m GEA community use (Use Class D1) including land for a two-form entry primary school and nursery and community centre
- Provision of 1,766 sq m 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 reservoir
- Highways works, including new estate roads, works to A5 West Hendon Broadway and removal of the Perryfield Way gyratory
- Energy centre
- Interim works
- Two pedestrian bridges across the Welsh Harp reservoir (across the Silk Stream and adjacent to the existing Cool Oak Lane bridge)

The application is submitted in a part outline / part detailed form (referred to as a “hybrid” application).

2.2 Detailed Planning Permission - Description of Development

The detailed element of the scheme covers an area of 1.77 ha and relates to Phase 3 Blocks G1, G2, E1, E2, E3, E4 and seeks full planning consent for:

- Construction of 358 residential units (flats) comprising 74 affordable units (social rented tenure) with the remaining 284 units being for private sale, 38 wheelchair units;
- 131 sq m GEA Retail and related uses (Use Class A1-A5; Office (Use Class B1))
- Provision of 167 car parking spaces comprising 91 basement spaces and 76 undercroft spaces, cycle parking facilities, and refuse facilities.
- Energy centre within Block E2;
- Associated landscaping and tree planting;
- Interim works comprising:
 - Block G – Marquin Centre Car Park and Perryfields Car Park – use of curtilage as temporary car parking amenity and play space; and temporary flue (drawing ref: 765_02_07_110);
 - Block E – road and pathway connections (drawing ref: 765_01_07_110).

The Detailed Proposals utilise the existing surface car park around Telford Road (Blocks G1 and G2) and existing open space/vacant land (Block E) and as such does not require significant demolition.

The Detailed Proposals comprise the erection of the following buildings:

- Block G1 and G2 comprising lower ground floor, ground floor, 6 floors and roof (totalling up to 7 storeys);
- Block E2 comprises Basement and lower ground floor, including Energy Centre, ground floor, 25 floors and roof (comprising 26 storeys)
- Block E1, E3 and E4 comprises basement, lower ground floor, 8 floors and roof (totalling up to 9 storeys)

2.3 Outline Planning Permission – Description of Development

The Outline element of the scheme comprises some 11.22 hectares and comprises the following proposals:

- Maximum 1,642 residential units (163,500m²GEA residential floorspace) (Class C3),
- a maximum of 1,669m² GEA Class A1-A5 & B1 floorspace,
- a maximum of 3,600m² GEA D1 floorspace (Nursery, Primary School and Community Centre), development blocks ranging from 48.15m AOD to 143.55m AOD ,
- associated cycle and car parking including at basement levels,
- landscaping and public realm works,
- interim works,
- associated highway works, and
- two pedestrian bridges.

All matters for the outline element of the application relating to access, scale, appearance, layout and landscape are reserved for future consideration.

Given the size of the proposed development, long construction period and probability of changing housing needs over the lifetime of the development, the application seeks to establish a series of parameters and principles for future development to create a clear framework of planning control for future phases.

These are set through the Development Specification, Design Guidelines and Parameter Plans which are key documents forming part of the consent for development against which future reserved matters applications will be assessed.

The Parameter Plans cover the following items:

Parameter Plan 001: Hybrid Application Area

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

Parameter Plan 002: Buildings to be Demolished

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

Parameter Plan 003: Development Area

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

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

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

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

Parameter Plan 005: Open Space

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

Parameter Plan 006: Ground Floor Frontage Usage

This plan shows the land uses proposed at ground floor levels. It should be noted that owing to the slope of the site that the ground floor will change due to depending on the particular building frontage, however given the uniform uses across the site a single plan adequately represents the land use parameter.

Residential uses are prominent across the majority of the site with commercial uses focused upon the Broadway. The proposed school and community use sits behind properties fronting Ramsey Close.

Parameter Plan 007: Typical Above Ground Frontage Usage

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

Parameter Plan 008: Car Park Parameter

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

Parameter Plan 009: Strategic Phasing

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

There are proposed to be subsequent Phases 3, 4, 5 and 6 which are identified, of which the detailed planning permission comprises part of Phase 3.

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

Parameter Plan 0010: Vehicular and Pedestrian Circulation

This plan establishes the location of the strategic highway network, proposed vehicular and pedestrian access points and streets and proposed pedestrian only access points and streets. The two pedestrian bridges across the Silk stream and adjacent to Cool Oak Lane vehicular bridges are depicted as is the road network adjacent to the site (Garrick Road;

Wilberforce Road; and Herbert Road) which are expected to benefit from traffic reduction owing to the proposed highway works to the A5.

Access is submitted as a reserved matter for the outline component of this planning application. However significant work has been undertaken by the applicant to demonstrate the acceptability of the proposed highway works set out within the Transport Assessment Appendix J1 / J2. Parameter 0010 is based upon these discussions and the drawings set out at Appendix J1 / J2.

Parameter Plan 0011: Silk Stream Bridge Alignment

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

Parameter Plan 0012: Silk Stream Bridge Levels

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

Parameter Plan 0013: Cool Oak Lane Bridge

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

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

An illustrative Masterplan has been submitted to demonstrate how the development could be built out on the basis of the parameters and principles. This is provided in **Appendix 3**.

There are a number of further supporting documents that explain, analyse and assess the proposals in further detail. These include:

- Environmental Statement
- Design and Access Statement
- Design Guidelines
- Parameter Plans
- Development Specification
- Planning Statement
- Planning Policy Review Statement
- CIL Assessment
- Retail Impact Assessment
- Residential Decant Strategy
- Phasing Strategy
- Management Strategy
- Townscape Appraisal
- Statement of Community Involvement
- Flood Risk Assessment
- Drainage Strategy
- Energy Statement

- Sustainability Statement
- Utilities Strategy
- Refuse Strategy
- Joint Viability Assessment

Following review by officers of the March submission, a series of addendum documents were submitted to clarify a number of issues raised post-submission. These are as follows:

- Revised Design Guidelines
- Revised Parameter Plans
- Revised Development Specification
- Addendum to the Planning Statement
- Addendum to the Planning Policy Statement
- Revised Management Strategy
- Addendum to the Statement of Community Involvement
- Addendum to the Transport Assessment
- Clarification to the Flood Risk Assessment
- Clarification to the Drainage Strategy
- Clarification to the Energy Strategy
- Clarification to the Sustainability Strategy
- Clarification to the Refuse Strategy
- Addendum to the Environmental Statement

In addition the following new documents were submitted to support the application and reduce the potential requirement for future discharge of planning conditions:

- Tree Strategy
- Ecological Management Plan (Framework Document)
- Site Wide Construction and Environmental Management Plan
- Landscape Management Plan
- Construction Method Statement (Phase 3a)
- Archaeology Written Scheme of Investigation

2.4 Description of the Site

The Application Site lies in the south west of the Borough in the West Hendon Ward that borders the London Borough of Brent. The Application Site comprises the remaining West Hendon Estate, together with buildings and highways land along West Hendon Broadway and Station Road.

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

The application site covers 12.99ha (of which the detailed component covers 1.77ha and the outline component 11.22ha) and includes the following buildings:-

- Class C3 residential block - Franklin House (West Hendon Estate)
- Class C3 residential block - Marriotts Close (West Hendon Estate)
- Class C3 residential block - Marsh Drive (West Hendon Estate)
- Class C3 residential block - Tyrrel Way (West Hendon Estate)
- Class C3 residential block - Warner Close (West Hendon Estate)
- Multi-storey car park fronting Tyrrel Way (West Hendon Estate)
- Class D1 West Hendon Community Centre (West Hendon Estate)
- Class D1 Marquin Centre (West Hendon Estate)

- 181 – 193 Parade Terrace / West Hendon Broadway (Mixed use)
- 195 - 197 West Hendon Broadway (Mixed Use)
- 229 – 233 West Hendon Broadway (Mixed Use)
- 234 – 236 West Hendon Broadway (Mixed Use)
- 1-3 Station Road (disused site)

The application site excludes, the following premises:-

- 1 – 34 Ramsey Close (Class C3 residential)
- 173 West Hendon Broadway – St Patrick’s Church
- 175 West Hendon Broadway – Eton Nursery
- 213 West Hendon Broadway – Vehicle MOT
- 215 West Hendon Broadway – West Hendon Clinic
- 239 West Hendon Broadway – Ex-Serviceman’s Club
- Former Sailing Base, Cool Oak Lane

The existing West Hendon Estate was completed in the late 1960s and comprises 597 residential units. Prior to initial phases of regeneration taking place there were 680 properties (before Wendover, Rosemead and part of Warner Close were demolished). The buildings range in heights from 2 to 6 storeys with a 14 storey tall building (Franklin House) toward the centre of the estate which is surrounded by parking at its base. A low rise community centre is located to the north of the estate.

The existing estate is characterised by a number of issues related to its design, layout and construction resulting in problems such as crime and anti-social behaviour. These issues are described further in the Design and Access Statement and include:

- Poorly defined public and private space.
- No clear hierarchy of streets and desirable through routes.
- No sense of orientation within the estate.
- Lack of natural surveillance on public routes.
- No clear relationship between streets, buildings, open space and the Welsh Harp.
- No clear connection between the estate and the Broadway and other surrounding streets.
- Backs of existing properties to Broadway unresolved following demolition of the Victorian streets in the 1960s.
- Unappealing entrances to blocks and poorly maintained internal communal areas.
- Building fabric in need of repair and upgrade to meet current environmental and building standards.
- Perryfield Way gyratory is the dominant feature on arrival to the estate.
- Poorly managed boundary with SSSI leading to unauthorised access.

The estate comprises 597 residential units, comprising 454 affordable units and 143 privately owned units, broken down as follows:

Table 2.1 – Existing Accommodation Schedule

Flat/House Type	Affordable (Social Rent)	Private	Total
1 bed flat	190	41	231
2 bed flat	2	0	2
2 bed maisonette	259	93	352
3 bed maisonette	2	0	2
4 bed house	1	9	10
Total	454	143	597

The application site currently includes three community facilities used by existing estate residents and surrounding communities these are:

- West Hendon Community Centre 149 sq.m – currently used as a community centre.
- Marquin Centre 478 sq.m – currently leased to a church use, previous uses include a nursery and use by the Scout Association.
- 189 West Hendon Broadway 169 sq.m – is known as 189 Community Space and used for community purposes.

2.5 Description of the surrounding area

The eastern edge of the site is bounded by the heavily trafficked Broadway (A5) containing a mixture of Victorian and more recent commercial and residential units. The backs of the properties on the Broadway are 3-6 storeys high and in a varying state of condition and repair. Hendon Train Station is located further east on the other side of the Broadway and provides Thameslink services to central London, Bedford and Brighton.

The Welsh Harp (Brent Reservoir) to the west of the site has an important interface with the Site of Special Scientific Interest (SSSI). The Silk Stream which feeds the Welsh Harp encloses the northwestern site boundary. The site looks out across the Welsh Harp towards the West Hendon playing fields and Metropolitan Open Land.

Ramsey Close to the north of the site consists of two storey semi-detached houses built in the 1980s with rear gardens backing onto the site. This is included in the existing outline planning consent, but has been excluded from this application.

The southern edge of the site is bordered by the rear gardens of the two storey properties on Cool Oak Lane. The new development by BMLLP known as Lakeside (Phase 2) is currently being completed on the south western boundary of the site and forms the entrance to the site from Cool Oak Lane. This follows on from Pilot Phase 1a to the south east of the site.

The eastern edge of the site is bounded by the Broadway containing a mixture of Victorian and more recent residential and commercial units. The majority of the retail is characterised by small local shops, cafes and restaurants that support the neighbourhood community. There are a number of tyre and motor repair garages in the area. Further south is the Brent Cross shopping centre.

There are four schools close to the site: the Hyde Primary School, to the north of the site is run by Barnet Council and provides primary education to the local community; the Parkside View Children's Nursery based within the West Hendon Playing Fields; the Beis Soroh Schneier School is located west of the Broadway, close to the Hendon Train Station and provides a Jewish education to young girls; and the Ayesha Community Education, with several centres around the Broadway, that offer a range of educational services to the local population and the Muslim community.

The West Hendon Playing Fields, north of the Silk Stream, house the Hendon Bowling Club, tennis courts and football clubs. The Welsh Harp is also the base of sailing clubs that use the reservoir for sailing and windsurfing.

There is a diverse range of civic and religious places. Along the Broadway there is the St Patrick's Roman Catholic Church and the Gayatri Mandir. East from the Broadway is located the Hendon Mosque and Islamic Centre and the West Hendon Baptist Church. The local

community is supported by the Barnet Multi Cultural Community Centre, West Hendon Community Centre and 189 Community Space.

3. ENVIRONMENTAL IMPACT ASSESSMENT (EIA)

The proposed development falls within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment - England and Wales) Regulations 2011 falling within the description of an urban development project. As such, an Environmental Statement (ES) has been submitted with the application which assesses the environmental impacts of the proposed development.

Prior to the formal submission of the current application the applicant requested a scoping opinion in December 2012 to ascertain what matters the planning application and associated ES needed to take into account. The Council's scoping opinion dated 11th January 2013 (reference H/03152/12) indicated that the environmental issues against which the impacts of the development needed to be assessed were:

- Transport
- Air Quality
- Noise and Vibration
- Ground Conditions
- Water Environment
- Biodiversity
- Landscape and Visual Amenity
- Socio-Economic
- Health Impact Assessment
- Cultural Heritage
- Material Resources
- Daylight and Sunlight
- Wind

Schedule 4 of the 2011 EIA Regulations identify what information is required to be included in an ES; i.e. as is reasonably required to assess the environmental effects of the development.

In addition to the ES, the applicant's have submitted the following information with the application:

- Design and Access Statement
- Design Guidelines
- Parameter Plans
- Development Specification
- Planning Statement
- Planning Policy Review Statement
- CIL Assessment
- Retail Impact Assessment
- Residential Decant Strategy
- Phasing Strategy
- Management Strategy
- Townscape Appraisal
- Statement of Community Involvement
- Flood Risk Assessment

- Drainage Strategy
- Energy Statement
- Sustainability Statement
- Utilities Strategy
- Refuse Strategy
- Joint Viability Assessment

The information in these documents has assisted in defining the development against which EIA has been carried out.

The information provided accords with the 2011 Regulations in terms of what is required for inclusion within an ES. It also addresses all the issues identified by the Council's scoping opinion.

The Environmental Statement considers the significance of impacts expected to arise from the proposals. The nature of the planning application meant that the environmental impact assessment has considered two different levels of development information; the detailed application was based on detailed information and building design and the outline application on parameter plans and an illustrative masterplan. Any reserved or detailed matters submitted pursuant to the area of the site for which outline planning permission is sought will need to fall within the limits identified and assessed in the ES.

Plans defining the limits or parameters of the development as well as accompanying guidance on design and scale will be secured by conditions attached to any grant of planning permission. This is to ensure that the detailed proposals for the outline area of the site are built in accordance with a clearly defined set of parameters for which the ES relates.

In addition, the planning conditions contained in **Appendix 1** and obligations outlined above will be required to ensure that mitigation identified in the ES is secured as the development is taken forward.

In terms of EIA Regulations the environmental impacts of the development have been fully considered by the Local Planning Authority in respect of this planning application proposal.

Of particular importance to this scheme are:

- A description of the development, including in particular, a description of the physical characteristics of the whole development and the land-use requirements during the construction and operational phases.
- An outline of the main alternatives studied by the applicant and an indication of the main reasons for the choice made, taking into account the environmental effects.
- A description of the aspects of the environment likely to be significantly affected by the development, including, in particular, transport, fauna and flora, ground conditions, water, air quality, noise, climatic factors, material assets, including the architectural and archaeological heritage, landscape and the interrelationship between the above factors.
- A description of the likely significant effects of the development on the environment should cover the direct effects and any indirect, secondary, cumulative, short, medium and long term, permanent and temporary, positive and negative effects. Effects should relate to the existence of the development; the use of natural resources; and

the emissions from pollutants, the creation of nuisances and the elimination of waste. Particular regard should be paid to local designated areas and receptors therein including: SSSI/SMINC/LNR/MOL and also to the socio-economic impacts that would result from the development. This should also include the description of the forecasting methods used to assess the effects on the environment.

- A description of the mitigation measures envisaged to prevent, reduce and where possible offset any significant adverse effects on the environment.
- A non-technical summary of information.
- An indication of any difficulties (technical deficiencies or lack of know-how) encountered or assumptions made while compiling the required information.

4. STATUTORY AND NON-STATUTORY CONSULTATION RESPONSES

4.1 Consultation Requirements

4.1 Consultation Requirements

Over 8060 local residents/ businesses were consulted by letters posted on 02 April 2013. The application was advertised in the press on 04 April 2013 and 9 site notices were displayed around the site. Statutory consultees were also consulted.

Following the receipt of additional information from the applicant a further round of consultation was undertaken for a period of two weeks starting on 17 June 2013. Letters were circulated to all local residents/businesses engaged in the first round of consultation and all respondents were informed.

A further postal consultation period of two weeks was sent to a number of residents following contacts suggesting they had not received notification. This runs from 8th July to 22nd July. Any comments received after the writing of this recommendation will be reported as an addendum to the report.

A table summarising all consultation responses is contained in **Appendix 4**.

4.2 Consultations and Views Expressed

The comments below provide a summary of the representations received at the time of writing this report. The issues raised below are addressed within the relevant part of the Planning Appraisal section of this report.

Members will be updated on any other consultation responses received between writing this report and the committee meeting.

4.3 Comments from Residents

A total of **341 letters** and emails of comments have been submitted in respect of the application from local residents. Of these 340 object to proposals and 1 has no objection.

The representations made are summarised below:

Traffic and Transportation

- Significant population increases will increase traffic congestion and put additional pressure on road infrastructure, particularly the A5 and Cool Oak Lane. Further congestion over Cool Oak Lane Bridge will severely hinder pedestrian crossings and cause delays along Cool Oak Lane.
- Concern over increasing noise and air quality generated by increased traffic levels
- Removal of bus priority lanes along the A5
- Low provision of resident car parking given occupancy levels, resulting in parking issues on surrounding residential streets.
- No evidence of additional walking /cycling / public transport initiatives to reduce car usage
- Concern over additional and vulnerability of cyclists.
- There are no segregated cycle routes through the development – this is required to safely reach the bridge over the Welsh Harp, away from the A5.
- Concern over future closure of Hendon Station facilitated by Brent Cross Cricklewood development and infrequent Thameslink service.

Officer Response:

The impact of the development on Transport and Movement is fully addressed at section 5.11 of this report which considers that the impacts resulting from the development can be satisfactorily accommodated within the capacity of the existing highway network. In specific response to some of the points above:

- *The TA has identified that development proposals, including improvements along the Broadway will have a positive effect on the network with reductions in queuing and reductions in journey times to cars.*
- *Pedestrian movement along Cool Oak Lane will be significantly enhanced by the provision of a dedicated footbridge adjacent to the existing road bridge.*
- *The air quality and noise chapters of the ES have identified mitigation measures to address concerns over increased pollution generated by additional traffic.*
- *The TA notes that bus journey times will be subject to fluctuation, but not subject to significant dis-benefits.*
- *Car parking levels are considered to be appropriate given the location with good access to public transport. The travel plan identifies a range of measures that will assist in reducing car usage.*
- *Cyclists will benefit from new routes through the scheme, presenting an alternative route to the A5 and will benefit from the proposed Silk Stream Bridge. Given the nature of proposed street design which promotes pedestrian and cycle movement over the car it is not considered that there is any need for segregated cycle ways.*
- *There are no proposals to close Hendon Station and the scheme will benefit from increased capacity on the Thameslink line as a product of network improvements.*

Amenity

- Adverse impact on the landscape and recreational quality of the Welsh Harp SSSI and reservoir, affecting attractively to its visitors and bird watchers. Concern over loss of open green space, including loss of existing York Park.
- Concern over loss or destruction of amenity, open space and landscaping.
- Concern over significant uplift in density
- Lack of open space to accommodate the increased population.
- Concern over location of footbridges and potential for anti-social behaviour.
- Adverse impact on local services in particular health and local schools.

Officer Response:

The impact of the development on the amenities of residents of the estate and surrounding areas are considered in Section 5 of this report. More specific comments in relation to the objections summarised above are provided below:

- The proposed development has been subject to extensive ecological survey and assessment to ensure that any adverse effects on the Welsh Harp SSSI are understood and fully mitigated. The scheme is not considered to have major effects on the amenity of the SSSI or its ecological value. A series of recommended conditions will additionally ensure that implications of the scheme on the amenity value of the SSSI are fully mitigated throughout the construction stage.*
- As demonstrated in Section 5.7 there will be no net loss in open space and York Park will be significantly improved in quality terms. The local area will further benefit from improved connections via the two pedestrian footbridges to the surrounding areas of recreational open space.*
- The landscaping of the scheme has been an integral part of masterplanning and will present a significant improvement on the existing landscape. Efforts have been made to incorporate existing trees and planting into the scheme and this is further promoted through the recommended conditions.*
- The applicant has demonstrated that sufficient amenity space will be provided to all residents. All new units will benefit from a private balcony/outdoor space and each block will include a communal courtyard. Residents will benefit from improvements to York Park, the proposed space between the Broadway and the reservoir and improved connections to West Hendon recreation ground.*
- The foot bridges are essential to ensure residential amenity and access to open space. Parameters for the footbridges have been established which seek to reduce impacts on the SSSI. Conditions requiring careful design and consultation in the development of the footbridges are recommended.*
- The proposed development includes provision for a new primary school to serve the site and surrounding area, together with improved community space as part of a co-located building. The applicant's ES has demonstrated that existing capacity exists within surrounding GP services and the scheme will contribute to the wider community and health provision through its CIL contribution.*

Character

- Consideration that tower blocks are an inappropriate form of development given failures of past public housing schemes.*
- Development is out of character with surrounding area.*
- Significant building height and density, exceeding policy contained within the Barnet Core Strategy and London Plan. Heights are not appropriate for this suburban location. Density exceeds the GLA Density Matrix.*
- Adverse impact to the character of the Welsh Harp SSSI due to:*
 - Heights of tower blocks visually intruding the reserve, adversely impacting views.*
 - Lack of aesthetically appealing architecture*

Officer Response:

A consideration of the proposed character and urban design of the development is set out in Section 5.3 of this report. More specific comments in relation to the objections summarised above are provided below:

- *The proposed towers are designed to be of the highest architectural quality and internal layout. They are designed to be for private sale and are not considered to be comparable to social housing towers of the mid 20th century.*
- *The scheme is considered to be a significant improvement in terms of character and urban design when compared to the existing estate and consented scheme. The Masterplan has sought to re-establish the historic Victorian street pattern and significantly improve the physical and visual connections between the Broadway and the Welsh Harp.*
- *The scheme seeks to provide much needed housing at heights and densities which are deemed appropriate to the area given its location adjacent the Brent Cross Cricklewood opportunity area and close proximity to Hendon rail station. The tall buildings have been designed to be of a high architectural quality and will enhance the eligibility of the local area.*
- *As demonstrated in Section 5 the development is considered to comply with London Plan and Local Plan policies on height and density which support tall buildings in this location.*
- *The tall buildings are set-back by a minimum of 20m from the reservoir and will be buffered by the improved York Park. A full assessment of effects on daylight and sunlight, and ecology has been undertaken and is presented in the Environmental Statement.*
- *The architecture proposed within the detailed element of the application is considered to be high quality and has been subject to extensive consultation with the LPA, GLA and other stakeholders. Subsequent phases will be controlled through detailed design guidelines and a design review panel that will ensure that the scheme's architectural quality is consistent across all phases.*

Environmental

- Adverse impact to the environmental importance and ecology of the Welsh Harp SSSI and Northern Marshes, particularly wetland habitat destruction and disturbance to rare wildfowl and other wildlife species.
Identified issues include:
 - Proximity to the SSSI boundary, particularly the tower blocks (which will affect bird flight lines).
 - Removal of tree screening to open up views, disrupting roosting/nesting species, such as bat colonies, as well as the buffer between the development and SSSI.
 - The proposed two footbridges across the reservoir will increase disturbance by construction and users. The two sites chosen for the footbridges are both at the most sensitive end of the reservoir for nesting birds
 - Increased noise and night time light pollution, especially at night. This will affect the microclimate and the flora and fauna of the adjacent West Hendon SSSI.
- Impact the reservoir acting as an important flood storage and increased risk of flooding on site.
- Increase risk of fly-tipping at the York Park and SSSI boundary.
- Ecological surveys carried out by developer's consultants only cover one year – this can be misleading. Surveys carried out by consultants cover only one year and provide only an incomplete snapshot. The surveys for bats and their roosts were so poorly undertaken as to render these surveys of dubious value to the planning process.
- Concerns that tower blocks are not energy efficient and are unsustainable buildings to maintain.
- Concern of additional air and noise pollution, due to increased traffic and congestion.

- Concern over the proposed new access points to the SSSI. This is considered to risk disturbing wildlife.
- Concern over the impact to breeding groups of Great Crested Gebe and other species of wildfowl.
- Concern that the Applicant has not considered the environment, only focusing on financial gain.
- The Environmental Statement conclusion that the Welsh Harp is of low ecological importance is not backed up with clear evidence.

Officer Response:

The impact of the development on the environment is considered in Section 5 of this report which summarises the substantial information contained within the applicant's Environmental Statement. More specific comments in relation to the objections summarised above are provided below:

- *The proposed development is considered to have adequately addressed implications on the SSSI and nature conservation and is not considered to have major effects, including on bird flight lines.*
- *A range of measures are proposed to mitigate any loss of habitat within the existing park area including provision of nesting facilities, green roofs and new areas of landscaping.*
- *The proposed siting of footbridges has been selected in order to minimise impacts on nesting birds. The design process for these bridges, to be secured through recommended condition, will seek to ensure that impacts are minimised and will be designed in collaboration with Natural England and other stakeholders.*
- *A condition is proposed to minimise external light levels ensuring effects of light pollution on the SSSI is minimised.*
- *The applicant's FRA demonstrates that no negative impacts on flood storage within the reservoir, or wider flood risk, will be created by the scheme. It includes for a range of attenuation measures to reduce surface water runoff on site.*
- *The Applicant has agreed to make a contribution to a wildlife warden to be based on site that will assist in reducing likelihood of fly-tipping, or other anti-social activities effecting the SSSI and York Park. In addition a new boundary fence will be installed restricting access to the water edge as is currently the case.*
- *The Applicant will be required through condition to conduct ecological surveys throughout the construction of the scheme. It is considered that the surveys provided are robust and have been conducted in liaison with Natural England and LBB officers.*
- *As summarised in section 5.12 buildings on site are being designed to maximise energy efficiency and minimise carbon dioxide emissions. This will include efficient building fabric in all buildings, incorporation of photovoltaic panels and a site-wide energy centre to be incorporated into Building E2 (the first tower to be brought forward), all of which will result in expected 25% reduction in carbon dioxide emissions.*
- *The air quality and noise chapters of the ES have identified mitigation measures to address concerns over increased pollution generated by additional traffic. This has been partly addressed through the proposed layout of the development. The ES identifies specific mitigation for those buildings most likely to be affected by air quality and noise issues from the Broadway, including proposals for mechanical ventilation where appropriate.*
- *The scheme does not propose any new access points to the SSSI and will actually provide a new secure boundary fence to reduce access from the estate to the reservoir. The Silk Stream Footbridge parameters have been established in order to*

minimise impacts on the SSSI and will include measures in the design to avoid any adverse impacts caused by pedestrian activity in this part of the site.

- *The ES proposes a range of mitigation measures to reduce effects on Great Crested Gebe and other species, including the provision of nesting pontoons on the reservoir and within the site.*
- *It is considered that the applicant has sought to ensure that environment is fully considered within the scheme as demonstrated through the ES and approach to urban design.*
- *The Environmental Statement does not conclude that the Welsh Harp is of low ecological importance and recognises its national importance in ecological terms.*

Community and Social Impacts

- Concerns of overcrowding.
- The proposed increase in population density would put significant pressure on local health and education.
- Increase in crime levels, particularly along the new footbridges.
- Lack of play facilities given increase in population.
- Tower blocks are an inappropriate form for families
- There is a lack of social facilities given the increase in population density and no community infrastructure (such as community centres etc) is provided to help to tackle anti-social behaviour.
- Objection to more luxurious housing situated nearer to Welsh Harp, and social housing nearer to Edgware Road.
- Concern over the lack of proper social housing proposed and affordability of accommodation.
- Complaints that contractors are parked on all surrounding residential streets during construction.
- Concerns of inadequate affordable housing and family housing.
- Consideration that the public have not been sufficiently informed on the formation of proposal.
- Negative effect on local communities and wildlife.
- Far from regenerating the area, it will be further dislocated from the rest of the society
- Only 1% of the homes will be 3 or 4 bedrooms when there is a desperate need for family housing.

Officer Response

The impact of the development on the community and social impacts are considered in Section 5 of this report which summarises the substantial information contained within the applicant's Environmental Statement. More specific comments in relation to the objections summarised above are provided below:

- *As set out in Section 5.3 officers consider the scheme to be of an appropriate density and will provide for a range of housing units with appropriate levels of residential amenity.*
- *The applicant will be making a contribution to improving health and education facilities in the local area through its Section 106 and CIL contribution.*
- *It is anticipated that crime on the estate will be reduced compared to current levels with an increasingly balanced community generated through the uplift in private residential tenure. The proposed footbridges will be designed with public safety in mind and in liaison with the Metropolitan Police. This requirement is set out in the recommended planning conditions.*
- *As set out in Section 5.10 the proposed development seeks to exceed GLA play standards for under 12's including a range of doorstep play space in all courtyards,*

together with two equipped play areas within York Park. A further contribution will be made for off-site provision for youth play space.

- A new community centre and primary school will be provided in Phase 5 of the scheme. In the interim community provision will be made in a new unit on the Broadway to be secured through the recommended planning condition. A further condition is proposed to ensure that an estate management strategy is brought forward that engages local people in the management of the estate.*
- Due to the complex residential decant an early phase of social housing is necessary in Block G adjacent to Edgware Road. Subsequent social housing will be distributed across the site. The provision of private residential units in blocks adjacent to the park is considered necessary to ensure the viability of the wider estate regeneration.*
- As addressed in Section 5.2 the level of affordable housing proposed is acceptable with all secure tenants rehoused on site and provision of intermediate affordable housing across the estate. It is considered that the proposed mix is responsive to the needs of existing tenants that would be rehoused as part of the regeneration and will assist in making the proposed development attractive to people who wish to come and live in the area.*
- In addition a range of housing units suitable for families will be provided including some terrace houses and a number of duplex units. The statement that only 1% of units will be 3 or 4 bedrooms is incorrect and the strategic housing mix identifies that between 10% and 20% of private units, 15 and 30% of intermediate units and 10 and 20% of social rented units will comprise three bedrooms.*
- As outlined in Section 1.3 a significant amount of pre-application consultation has taken place with local people that have assisted in shaping proposals.*
- It is considered that the proposed development will positively transform the estate and create a more balanced community that brings more people to the area and acting as a catalyst for the wider regeneration of West Hendon.*

A letter dated 18th April was received from Sarah Teather MP requesting that her constituents' views be taken into account and brought to the attention of the planning committee.

Petitions

Two petitions have been received:

- Save Our Welsh Harp – objecting to the scheme as a whole and its impact on the Welsh Harp SSSI, signed by 716 people
- Save York Park – specifically objecting to the development of York Park was signed by 271 people;

4.4 Consultation Responses from Statutory Consultees and Other Bodies

Details of responses received in relation to the application are provided below and responses are provided where required.

Brent Council - objection

Brent Council have raised a number of objections to the scheme, namely:

Tall Buildings – Brent note that the site is designated as appropriate for tall buildings as identified in Barnet's Core Strategy CS5, although reference is made to Paragraph 10.6.6 which identifies 8-20 storeys as defined by the previously consented scheme. Brent state

that they consider that proposals for up to 29 storeys are contrary to the Core Strategy. Brent also consider that the application cannot be properly assessed as the necessary information to consider the setting of tall buildings on the edge of Metropolitan Open Land in accordance with London Plan Policy 7.7E.

Officer Response

As detailed in Section 5.3 officers do not agree that the proposed tall buildings are contrary to Local Plan and London Plan policy. The range of 8-20 storeys set out in the supporting text was based upon the previous scheme assumptions which made provision for a greater number of tall buildings across the scheme and it is considered that the revised scheme provides a high level of design quality that adds to the legibility of the area and is supported by the GLA. In addition it is considered that sufficient information has been provided to undertake a full review of proposals. This includes the Development Specification, Design Guidelines and Parameter Plans which have been submitted for approval, supporting information within the DAS, Townscape Appraisal and ES, together with detail for Building E2 which will be one of the tall buildings. Officers have recommended a condition to ensure maximum building heights of 28 storeys is provided, together with a requirement for a design review panel to ensure that high quality architectural design is provided in all phases of development, in particular the tall buildings.

Brent also have concerns that the new buildings will be considerably closer to the water's edge compared to existing development, reducing the green space between the development and the reservoir, marshland and tree line will be affected. It raises concerns about the impact of development on birds. It does however note that consultation has been undertaken with statutory agencies including Natural England.

Brent are concerned about provision of the 'linear woodland' will be provided as there is insufficient space between the development and the water's edge and there is a lack of improvements to enhance the natural environment of the reservoir. The felling of trees and impacts of lighting is likely to have a direct impact on bats and there is insufficient research into existing wildlife and underestimating its national and local importance.

Officer Response

It is considered that that the scheme has taken sufficient account of nature conservation and impacts on the SSSI as assessed in the ES and controlled through conditions, including the need for an Ecological Management Plan. Further assessment is contained within Section 5.13 of this report.

In terms of transport Brent have concerns over removal of the bus lanes, which goes against policy for a multi-modal A5 that maintains priority for buses. It queries the assumption in the TA addendum that journey times for buses and cars will be reduced as a result of removing bus lanes and making highways improvements.

It notes that the junction is close to capacity and there is a need to understand overall level of increase in flow on the A5 (current and future flows) as a result of the development. Hence, the estimate of increased queue lengths should be re-checked

Brent consider the parking level set in the addendum to the TA at 1,600 is high and consider more detail is required as to how parking levels should be reduced in accordance with Travel Plan measures.

Officer Response

Transport proposals have been refined in liaison with TfL and LBB transport officers and it is considered that the TA justification is robust. Parking provision is in accordance with LBB policies and it is recognised that levels may reduce in accordance with Travel Plan principles.

English Heritage – No objection

English Heritage note that due to significant disturbance on site in the 19th and 20th Centuries, only parts of Phase 3 have potential for surviving remains. It requests that a condition is included requiring a two stage approach of evaluation of significance followed by appropriate mitigation measures within Phase 3. This is set out as Condition 32.

Environment Agency – No objection

The Environment Agency set out several areas of concern relating to the scale of development in such close proximity to the Welsh Harp reservoir SSSI, particularly the large tower blocks fronting the reservoir. It noted that proposals are significantly different to those previously approved, where tallest units were towards the north end of the site, closer to West Hendon Broadway.

It also raises concerns in regards to increased numbers of residents and visitors and the impact that they will have on the SSSI and states that the applicants should seek to positively contribute to the enhancement of the SSSI.

Conditions 8, 9, 22, 23, 24, 25, 26, 27, 28, 29 and 30 are provided to mitigate Environment Agency concerns

RSPB

North West London RSPB Group raised the following concerns:

- Over intensive re-development of the estate particularly its impact on the neighbouring SSSI.
- Development proximity to the Reserve boundary – adversely impacting the habitats of breeding species.
- Evidence that high rise buildings are hazardous, especially to concentrations of flying birds
- Significant increasing in number of residents will put pressure on social services, local infrastructure and the SSSI.
- Any proposals affecting the SSSI should include a condition to mitigate measures, including a substantial financial contribution to maintaining wildlife habitats.
- The NPPF requires the LA to ensure that there is a biodiversity gain from development. Without this, permission can be refused.
- There is currently no biodiversity gain from the proposals.

Officer response

It is considered that the applicant has identified and addressed effects relating to the SSSI and the conditions and S106 contribution will assist in ensuring that any impacts are mitigated. It is considered that through the incorporation of landscaping, brown/green roofs and bird bricks and boxes there is likely to be a biodiversity gain from the development.

Natural England – No Objection

Natural England provided the following comments in response to initial consultation:

- The 17 year construction programme has the potential to impact the birds and habitats of the SSSI from dust, surface water run-off, lighting and noise.

- The Environmental Statement (ES) does not provide sufficient detail on how these impacts will be avoided or mitigated.
- Natural England therefore requires a construction management plan that considers the impacts to the SSSI with appropriate avoidance and mitigation measures
- Natural England requires an assessment of the impacts to the SSSI from increased recreation and consideration of appropriate avoidance/mitigation measures with comment on how they will be secured in the long-term.
- The use of swales and proposals to creatively manage the willow woodland for biodiversity.
- The site should have a robust and detailed Ecological Management Plan for the green infrastructure throughout the site and the SSSI.

Following reconsultation Natural England have accepted additional evidence provided demonstrating that quieter areas will be available for birds during the construction of phase 3. However, Natural England considers that detailed monitoring will be required to check assumptions and allow for further mitigation. Natural England has proposed the following points are formalised into planning conditions:

- Monitoring of the effects of noise on breeding bird populations is undertaken during phase 3. This is to include a review and feedback mechanism to ensure that if any negative impacts on the breeding population are observed further mitigation measures are put in place. Monitoring and proposals for further mitigation are to be submitted to the local planning authority and agreed in writing.
- Demolition works are not to commence *once the bird breeding season has started* in order to avoid disturbance to birds or young on the nest. By starting critically noisy events before or after the breeding season it will enable birds to select a less disturbed site from the outset.
- Before commencement of work the number of artificial nesting islands or other habitat enhancements agreed with the Welsh Harp Conservation Group, are undertaken to provide as much good quality nest site opportunities as possible available for breeding birds.

Further dialogue with Natural England has refined this approach into agreed conditions 36, 40, 41 and 42.

Natural England also requires a long term management plan is put in place to offset the negative impacts from increased recreational activity. This could include habitat management and monitoring as outlined in the Ecological Management Framework supplied by the applicant, together with an access strategy which may include educational and interpretive measures to inform new residents of the importance of the SSSI and ways to enjoy the area without impacting on the wildlife. This could be achieved through the employment of an onsite warden.

Natural England have also requested that the position of the proposed Silk Stream Bridge would be a key influence in limiting the amount of recreational disturbance on site and would prefer the bridge to be located as far north as possible to avoid the pools and refuges in this area.

Officer Response

Dialogue with Natural England has been undertaken throughout the planning application process and their concerns have been enshrined into planning conditions and the Section 106 agreement which now includes a contribution for an onsite warden.

Thames Water – No objection

Thames Water notes that there is no objection to the planning application in relation to Sewage Infrastructure. However, the existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Condition 31 has been included at the request of Thames Water with a further request relating to impact of development on water supply added as an informative.

Highways Agency – No response received

Greater London Authority (GLA)

The GLA are in strong support of the scheme and make the following observations within their Stage 1 report:

Land use principle

- As the site is adjacent to the Welsh Harp SSSI, consideration of biodiversity and access to nature issues is central to any land use decision in this site. The application will impact on the SSSI with regard to the increase in population of the area and consequent increase in use of the area, the thinning of trees adjacent to the reservoir to open up views, the introduction of two new bridges across the reservoir and the siting of new tall buildings adjacent to the reservoir.
- The Environment Agency has set out that it has concerns regarding the scale of development adjacent to the SSSI in particular, the fact that the tall towers are now on sites adjacent to the reservoir. It supports the provision of 4,100 sq.m. of green/brown roofs and the provision of bird and bat boxes throughout the site. It sets out that contributions should be made to fund wider mitigation and enhancement measures. It suggests the funding of a warden post for the duration of the construction or financing a water vole re-introduction programme.
- The inclusion of a two form entry primary school on the site is strongly supported. Whilst it is acknowledged that the application does not generate need for a 2 form entry school there is a growing need within the area for school places.
- Two new pedestrian bridges across the Welsh Harp are proposed as part of the application. These will provide access to the open space and play facilities on the opposite side of the reservoir. These improved linkages are supported subject to assessment of biodiversity impact and tree loss.
- The development proposed is broadly in line with the aspirations of the London Plan and Barnet planning policy documents. However it should be noted that the biodiversity impacts will need further discussion following the receipt of the consultation response from Natural England.

Housing

- The applicant has indicated that there will be a minimum of 28,481 sq.m. of affordable floorspace and the application should be conditioned as such.
- The applicant set out that the application will deliver 25% affordable units, broken down into 43% rented housing and 57% intermediate housing. This is acceptable given the circumstances.
- The housing mix is supported.

Density

- The density calculation is slightly above the London Plan density guidelines for an urban area with a PTAL of 2-3. This is acceptable given the context of the site and residential quality.

Child Playspace

- Existing playspaces are underused due to antisocial behaviour.

- The applicant sets out that provision will exceed GLA guidelines. The application should be conditioned such that playspace for 0-11's should be provided on-site in line with the GLA guideline of 10 sq.m. per child.
- The applicant acknowledges that there is a shortfall in playspace for children aged 12 and older and it proposes that this is met by the delivery of the two bridges across the Welsh Harp which will provide access to West Hendon Playing Field, Silver Jubilee Park and Woodfield Park Sports Ground which are within 800m of the application site. This is an acceptable approach however the Council should consider whether a contribution is needed to the upgrade of these spaces.
- Access to these spaces is dependent on the construction of the pedestrian bridges. The applicant sets out that there will not be a need for the use of this space by older children until the end of phase 3. The Council should consider securing the delivery of the bridge at this point in the section 106 agreement.

Urban Design

The scheme is now considered to be of a high design quality and is strongly supported by officers. The indicative plans illustrate a high quality residential offer and a legible and permeable environment is ensured through the parameter plans and design guidelines which is welcomed.

Scale, height and massing

- Whilst the overall height of the scheme is in excess of the existing buildings, the width of streets and size of courtyards relate well to these heights without being overbearing or causing excessive overshadowing. The approach of having taller elements along the reservoir adds to the legibility of the area and marks the new park which is welcomed.
- The towers are well proportioned and the indicative detailing and design codes are well considered.

Residential quality

- The indicative plans in the design and access statement illustrate how the scheme is generally compliant with the London Housing Design Guide (LHDG).

Trees

- Although large scale existing tree loss across the site was established in the previous application in line with London Plan policy 7.21, the applicant should clearly set out the quality of all of the trees to be lost and the strategy for the replacement of these trees on the site. Ideally this information should be incorporated in a tree strategy.

Inclusive access

- The scheme meets all access standards, although there are still some areas where further improvements are recommended in order to meet the highest standards of accessible and inclusive design and hence comply with London Plan Policy 7.2.

Public Transport

- The proposed accessibility improvements to the bus stops on West Hendon Broadway and Station Road are welcomed. The proposed junction and vehicular improvements should also ensure that access for disabled pedestrians along the route from the estate to the railway station is also improved.

Parking

- There will be 1 parking bay available to purchase by each residents of the wheelchair accessible homes.

- A parking management strategy should be coordinated to allow provision for all other residents.
- This commitment should be conditioned.

School and Community Centre

- A commitment to design the new primary school to meet the accessible design standards in Building Bulletin 102 is welcomed

Climate change mitigation

- The applicant has provided a commitment to ensure that the development is designed to allow future connection to a district heating network should one become available. This together with the commitment to a single site wide energy network and the provision of the photovoltaic panels should be secured by condition.

Officer Response

Following receipt of the stage 1 report officer's requested further supporting information from the applicant including the provision of a viability assessment. This has also included revisions to the Design Guidance to ensure high quality design across the whole scheme.

Transport for London (TfL)

Dialogue with TfL has been ongoing throughout the planning application process. TfL initially objected to the planning application due to the content in the final Transport Assessment and identified the following areas to be addressed:

- A reduction in residential and school parking
- Monitoring of EVCPs is required as well as a car park management plan
- Clarification on the number of blue badge parking spaces
- Clarification on the location of the coach pickup/drop-off at the school
- Comparison of Census 2001 data with the 2011 data.
- Evidence that the highest Saturday peak factor has been used.
- Clarification on the trip distribution of the replacement units compared to new dwellings.
- Evidence supporting the distribution of new trips
- Assessment of forecast passenger transport demand (bus, rail and underground)
- Completion of the VISSIM modelling to TfL standards
- Assessment of the impact on the A41 and methodology for assessing the impact on Staples Corner (A5)
- All proposed new and amended junctions to be justified under SQA-0064 "Designs standards for Signal Schemes in London".
- All proposed designs to take account of cyclists and pedestrians
- Stage 1 Road Safety audits need to be carried out and Highway layout drawings to be submitted to enable a concept design check to be carried out.
- The replacement bus stand to be incorporated into the development and agreed with TfL
- Any repositioning of bus stops on the A5 to be agreed by TfL.
- Potential financial contribution to mitigate any increase in journey times.
- A contribution of £900,000 over five years for bus capacity enhancement.
- A minimum of 50 residential cycle parking spaces, 5 commercial spaces and 44 staff and pupil spaces together with employee facilities.
- Improvements to cycle connectivity
- Severance issues to be account for when creating walking and cycling catchment areas.

- A Wayfinding strategy to be developed
- Improvements to the framework travel plan, all to be secured, monitored, reviewed and enforced through the s106 agreement.
- A CLP and DSP to be submitted to the Borough and TfL.

TfL has now confirmed that all outstanding matters have been resolved and have no further objection.

Barnet Police – No Objection

The Crime Prevention design advisor at Barnet Borough Police identified the following issues within the initial consultation period:

- Little detail with regard to the two pedestrian bridges.
- In order for crime to be minimised, the services of this Department should be sought at the earliest opportunity when considering detailed design.
- Comfortable that 'Layout & Design Issues' in Phase 3 have been considered. Should this phase achieve permission then compliance with 'Secured by Design' (SBD) Section 2 Physical Security is welcomed.

In response to the reconsultation it was noted that a commitment to achieve the Association of Chief Police Officers (ACPO) scheme Secured by Design (SBD) approval has been indicated. This is viewed as a positive indicator.

Officer Response

The requirement for designing out crime principles to be a consideration in the design of the bridges has been incorporated into Planning Conditions 26 and 27.

National Grid – No Objection

Due to the presence of National Grid apparatus in proximity to the specified area, the contractor should notify National Grid before any works are carried out to ensure the apparatus is not affected by any of the proposed works.

Officer Response:

The applicant notes the requirement to liaise with National Grid prior to the commencement of the development

London Fire Brigade – No objection

The London Fire Brigade have confirmed that the proposals are satisfactory as regards to fire brigade access.

Affinity Water – No response received

London Wildlife Trust

London Wildlife Trust has raised the following areas of concern:

- Adverse impact on the wildlife on site and the biodiversity interests of Brent (Welsh Harp) Reservoir, a SSSI, Local Nature Reserve (LNR) and part of a wider Site of Metropolitan Importance for Nature Conservation (SMI).
- Barnet Council has a statutory duty to protect and enhance the SSSI and has made a clear undertaking in its own published policies to protect the LNR and SMI.
- Likely impacts on the SSSI and its important bird communities will include:
 - Increased disturbance of an area used as a refuge for birds;
 - Increased recreational pressure and disturbance in general due to higher density and number of residents;
 - Increased artificial light pollution, impacting on birds and bats;

- Disturbance of wildfowl and other birds and wildlife during construction and on-going functioning of the development, increased by removal of screening trees;
 - Tower blocks creating an obstruction and interfering in bird flight lines, and increased risk of bird strike with tall buildings with large glazed areas;
 - Increased disturbance and damage of wet woodland area and wildlife within it from creation of a new footbridge over the Silk Stream and new walking route; and
 - Disturbance of breeding wildfowl in pools and reedbeds in northern marsh relating to creation of a new bridge.
- In relation to the wider issue of desirability of the scheme, the 'Create Streets' report (Morton and Boys-Smith) calls for the replacement of tower blocks with traditional patterns of housing.
 - Barnet Council, as planning authority for this application, has a statutory duty to protect and enhance the SSSI and has made a clear undertaking in Barnet's published policies to protect the Nature Reserve and the site of Metropolitan Importance for Nature Conservation.
 - Financial considerations are insufficient reasons to harm a Site of Special Scientific interest.
 - Rivers and other parklands communicating with the reservoir form part of London's Green Corridors and Blue Chains. The works proposed in this planning application have the potential to adversely affect these areas also.
 - In the Environmental Statement it is acknowledged that almost all the building operations and use of the site will adversely impact upon wildlife not only within the site, but throughout the adjacent SSSI.
 - Two thirds of the receptors identified are stated to have an adverse impact.
 - Tall buildings will inevitably produce a great increase in light pollution at the site which will extend beyond into the SSSI and will affect the behaviour of bats, insects and birds.
 - The placing of the buildings close to the SSSI boundary is an issue also in visual terms in that they detract from the enjoyment of what may be called a 'Natural Aspect' of the SSSI margin.
 - The population of the West Hendon site is to be increased some fourfold. The completion of the Brent Cross – Cricklewood Scheme together with that at Colindale will increase numbers in the area further. This feature will attract large numbers of people into direct contact with what is the most sensitive part of the SSSI.
 - It will require removal of a significant section of the protective woodland strip and will create totally unacceptable disturbance and harm to the SSSI.
 - Concerned that no survey for slow worms, a protected species, has been carried out despite the applicant being aware of their presence on site.
 - The works and measures contained in the application are such that without major change, a balance between a need for housing and a statutory duty to protect a SSSI cannot be achieved - and that significant harm will result.

NPPF states that 'When determining planning applications, local planning authorities should aim to conserve and enhance biodiversity...' - Neither of these is achieved.

The following comments were received following reconsultation:

- Pleased that the proposed vista has been removed.
- There is no significant additional information regarding the specific location, design, and construction of the silk stream bridge, therefore difficult to assess the impact to the SSSI.
- The Ecological Management Plan page 8 states that, no mitigation is required for disturbance to birds as "no significant impacts predicted." This demonstrates that the applicant has no comprehension of the disturbance that the proposals could cause, especially the impact the construction and ongoing use of the silk stream bridge, could have on the birdlife which lives in this area.

- The proposed mitigation plan does not consider the loss of the large house martin colony which currently nests on buildings on the Broadway which are due to be demolished.
- There are several references to light levels not exceeding 0.5 Lux at the SSSI boundary (including 20m above the trees). However, there is no explanation how this will be achieved or enforced going forward.

Officer response

It is considered that the applicant has identified and addressed effects relating to the SSSI and the conditions and S106 contribution will assist in ensuring that any impacts are mitigated. It is considered that through the incorporation of landscaping, brown/green roofs and bird bricks and boxes there is likely to be a biodiversity gain from the development.

This will be controlled through Conditions 40, 41 and 42 that have been agreed with Natural England and will ensure that attention to mitigation will take place throughout the construction and occupation of the scheme. In addition Condition 45 ensures that light levels will not be exceeded to reduce impact upon the SSSI.

Officers consider that sufficient controls will be in place, including the defined Parameter Plans, Design Guidance and planning conditions to ensure that the scheme is brought forward to the highest design quality, taking into consideration the need to protect and enhance the ecological value of the area.

Canal and Rivers Trust

As a land owner affected by the development (in particular the footbridges which cross CRT land) the Canal and Rivers Trust were engaged prior to submission. The following areas of concern were received:

- Primary concern is the proposed impact on the SSSI of the Welsh Harp reservoir, which the Canal & River Trust own and manage, and have a duty to ensure remains in a favourable condition.
- We have strong reservations that the disturbance caused during the construction period of the development, and subsequent continued additional use (particularly if the Silk Stream Bridge is installed) would have a dramatic effect on the population.
- We are concerned that the increased number of residents, and particularly their increased access to the water space through the proposed two new bridges, will generate increased litter in the water and surrounds.

The Canals and Rivers Trust provided a series of conditions requiring CRT officers to be consulted during the detailed design process. These requirements have been picked up in Conditions 46, 47, 48 and 49.

Officer response

It is considered that the applicant has identified and addressed effects relating to the SSSI and the conditions and S106 contribution will assist in ensuring that any impacts are mitigated. Engagement has taken place with CRT during the post-application process and it is considered that CRT concerns will be addressed through the conditions listed and the ongoing engagement of officers in the detailed design process.

NHS Barnet Clinical Commissioning Group (CCG)

NHS Barnet CCG has committed to working with NHS England to review the primary care capacity in West Hendon and will look to support existing GP practices to be able to develop capacity at affordable rents to support this additional population growth. In the event that this work highlights and need for additional GP practice(s) NHS England and NHS Barnet CCG will work with LBB to achieve this.

Sport England

Sport England note that Barnet has no up to date and robust Playing Pitch Strategy to provide the evidence for the sporting needs likely to arise from new developments. The Football Association, Lawn Tennis Association and England Hockey Board were consulted on the demand for sport facilities in Hendon. There is a need for the LPA/applicant to consider the sporting needs that will arise from this significant development. Development consisting of a total of 2000 residential units will require £2,002,260 of money into sport facilities and Sport England objects until on-site/off-site provisions are provided.

Officer Response

Officers are satisfied that the significant improvement in access to existing sports provision will provide sufficient access to open space and the proposed contribution is unnecessary in light of other higher priority items that require contribution. It is considered that Barnet's Open Space Assessment provides sufficient evidence for this approach, noting that given the proximity to West Hendon Recreation Ground there is no deficiency of sport provision in the area.

4.5 Internal Consultees

Highways Group

The Highways Officer has confirmed that the proposal is acceptable on highway grounds subject to a range of mitigation measures secured through the s106 planning obligation associated with the application as listed within the Heads of Term. Several conditions are also recommended and included within the recommendation. Further details on the assessment of traffic, parking and transport matters can be found in the *Transport and Movement* section of this report.

Environmental Health

The Environmental Health Officer has commented on the application and has no objections subject to conditions being imposed in relation to noise attenuation, noise levels in relation to the community and nursery uses and contaminated land.

Tree Officer

The trees and landscaping officer has commented on the application and their views are summarised and considered within section 5.8 *Trees* of this report.

5. PLANNING APPRAISAL

5.1 The Principle of Development

The NPPF seeks to ensure that in the pursuit of sustainable development positive improvements in the quality of built, natural and historic environment as well as in people's quality of life are made (paragraph 9). Section 6 of the NPPF seeks to deliver a wide choice of high quality homes. The NPPF requires that the Local Plan must meet its housing needs in "full" for both private and affordable tenures.

London Plan policy 2.14 *Areas for Regeneration* encourages London Borough's to identify areas for regeneration and set out integrated spatial policies that bring together regeneration, development and transport proposals.

The West Hendon Estate has been identified as a long term regeneration commitment through the Cricklewood, Brent Cross West Hendon SPG and associated saved UDP policies as set out in Appendix A of the Local Plan Core Strategy. Further, it is identified as one of the Borough's major priority estates for regeneration in the Local Plan Core Strategy (Policies CS1 and CS3). It is identified as a failed housing estate that will be subject to long-term regeneration in order to tackle the problems of poor quality housing, physical isolation, social exclusion and to create revived, mixed tenure neighbourhood providing access to affordable and decent new homes.

The Local Plan Core Strategy Development Plan Document sets out the core objectives of the Local Plan vision developed in accordance with the Council's Sustainable Community Strategy. These include:

- To manage housing growth and ensure a range of accommodation and tenures are provided;
- To meet social infrastructure needs and ensuring inclusive and accessible provision to community facilities arising from housing growth, including new and improved primary and secondary schools;
- To promote Barnet as a place of economic growth and prosperity;
- To provide safe, effective and efficient travel;
- To promote strong and cohesive communities including designing out crime and reducing anti-social behaviour;
- To promote healthy living and well-being;
- To protect and enhance the suburbs;
- To ensure efficient use of land and natural resources by promoting mixed use development of previously developed land and promoting sustainable design and construction;
- To enhance and protect our green and natural open spaces improving access and enhancing the quality.

The proposed scheme will secure the meeting of these objectives. In particular it will provide the following:

- The replacement of existing sub-standard residential accommodation with new sustainable energy efficient homes. All residential units will be built to and achieve a Code for Sustainable Homes Level 4;
- Provision of land for a new primary school, replacement community centre and nursery with improved facilities and access to the wider community;
- The provision and enhancement of public open space and improved access to existing areas of open space and recreational facilities including the Welsh Harp and surrounding Metropolitan Open Land;

- The provision of improved commercial facilities as part of an enhanced local centre along West Hendon Broadway including opportunities for retail and office space;
- Improvements to the local highway network including the removal of the Perryfield Way one-way system;
- Promoting efficient use of land through increasing housing density on the site, benefiting from improved urban design principles;
- Improved connections through the application site to surrounding communities and the surrounding open space;
- Protection of the Welsh Harp Site of Scientific Interest.

The proposed development therefore accords with the Council's corporate objectives. It has the potential to deliver substantial regeneration benefits in terms of housing, social, community and physical improvements. The proposals are therefore considered to be an acceptable form of development on the site in principle.

Housing

London Plan Policy 3.3 *Increasing Housing Supply* seeks to ensure the identified housing needs are met to improve housing choice and affordability and provide better quality accommodation. It also identifies the contribution that sensitive renewal of existing residential areas can make to realising brownfield housing capacity. In terms of housing provision the London Plan sets a strategic target to provide 22,550 additional homes in the London Borough of Barnet between 2011 and 2021, 10,000 of which are proposed within the Cricklewood, Brent Cross, West Hendon Opportunity Area. The regeneration of the Estate and provision of additional new homes at West Hendon will contribute towards the planned delivery of this target.

The targeted growth at the Borough's priority estates (as set out in Local Plan policy CS3) is in accordance with the Borough's Place Shaping Strategy of Protection, Enhancement and Consolidated Growth. By focusing growth in these areas, and on other identified major regeneration sites as per Local Plan policy CS1, development pressure on other more sensitive suburban locations is relieved.

Education and Community Facilities

Following pre-application discussions with London Borough of Barnet and assessment of child yield arising from the scheme, part of the application site (within Block A/Phase five) has been identified as a new two-form entry primary school and nursery. This has been designed to be co-located with community centre provision and be in proximity to West Hendon Broadway with good levels of accessibility from the estate and surrounding communities.

London Plan policy 3.18 *Educational Facilities* supports development proposals that enhance education and skills provision including new build, the expansion of existing facilities or changes of use to educational purposes. The policy states that proposals which address the current projected shortage of primary school places will be particularly encouraged. The Policy also encourages extended or multiple use of educational facilities for community or recreation use. Para 72 NPPF notes that The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local planning authorities should take a proactive, positive and collaborative approach to meeting this requirement, and to development that will widen choice in education.

Local Plan Policy CS10 seeks to ensure that community facilities and education uses are provided for Barnet's communities. It seeks to promote the role of schools as community hubs and seeks to promote the inclusive design of community facilities at a single accessible location. It identifies that development that increases the demand for community facilities will make appropriate contributions towards new and accessible facilities.

Local Plan Policy DM13 considers that new community or educational uses should be located where they are accessible by public transport, walking and cycling, preferably in town centres or local centres.

Consideration of Alternatives

The 2011 EIA Regulations require that an ES includes an outline of the main alternatives studied by the applicant's for the use of the site and an indication of the main reasons for their choice, taking into account environmental effects. As the proposals are driven by the Council's regeneration objectives for the West Hendon Estate and are somewhat dependent on the availability of adjoining land, officers accept that there is not a requirement to consider alternative locations in the wider area.

The assessment therefore concentrates on alternative forms of development within the application site which is considered.

The site has previously been subject to a number of alternative design considerations leading to the 2008 consented scheme. Parts of this previous scheme have been constructed, including eight residential units at the location called 'Pilot' and 186 residential units at 'Lakeside'.

Through the masterplanning process for the current proposals, a range of redevelopment proposals were considered for the application site, including completing the previous part implemented masterplan. LB Barnet agreed that this is now not a financially viable option and the previous masterplan included a number of now outdated design principles. Therefore, the need for a new masterplan was identified based around a number of design principles. All options considered identified the importance of Brent Reservoir, The Broadway, the need to reinstate a logical and direct pedestrian path from the site to the railways station and the need to connect the site to the surrounding urban area. A number of these issues were not adequately addressed by the previous masterplan.

A preferred option was identified which was presented to and discussed with the London Borough of Barnet. This preferred option was considered to offer the following advantages over alternatives:

- Minimum impact on the A5;
- Minimum Compulsory Purchase Order (CPO) cost;
- Retaining Ramsey Close reducing the impact on existing residents, reducing financial and programme risk;
- Creating a new local centre but not redeveloping The Broadway commercial space

Further development of this preferred option was then undertaken which has led to the proposals as submitted. Throughout this process, regular reviews were undertaken with the council, local residents and other stakeholders. The design development process considered a range of different alternatives including layout, massing, street hierarchy, street character; link to and interface with the water's edge. This process identified a series of design principles that have been taken forward within the application:

- A clear hierarchy of pedestrian and vehicular routes across and around the site;
- Positive use of the level change from the Broadway to the water's edge to conceal parking in undercrofts where possible;
- A street and building layout which will function as a piece of legible townscape used by many different people rather than an isolated, and closed estate;
- A clear and understandable sequence between streets, courtyards, entrances and front doors;
- The masterplan was also 'stitched' into the existing urban fabric with a very similar interface with individual houses to the north and south end of the site building up to a more urban environment around the new park;

Pre-application discussions with the London Borough of Barnet identified a requirement for a primary school. The applicant identified five potential locations to be considered within the application site. These were discussed with LBB and the GLA in October 2012 and the proposed location was agreed within Block A. This was the preferred location due to the proximity to Open Space including the West Hendon Playing Fields (via the proposed Silkstream Footbridge). This location was also not within a residential courtyard so is not directly overlooked or take away open space away from residential courtyards.

Officers consider that the chosen option maximises the potential regeneration benefits by enabling the comprehensive phased redevelopment of the estate. It is considered that in principle the scheme represents the most appropriate development layout in this location in terms of meeting the identified objectives of creating a well-connected, mixed and sustainable community, while reflecting site constraints including the need for residential decant on site.

5.2 Housing

The NPPF requires that LPA's significantly boost the supply of housing and deliver a mix of housing based on current and future demographic trends, market trends and needs of different groups in the community (paragraphs 47 and 50).

London Plan Policy 3.3 *Increasing Housing Supply* seeks to ensure the identified housing needs are met to improve housing choice and affordability and provide better quality accommodation. It also identifies the contribution that sensitive renewal of existing residential areas can make to realising brownfield housing capacity.

The London Plan sets a target of 22,550 new homes in Barnet (one of the highest of any London Borough) over the ten-year period from 2011 to 2021, with an annual monitoring target of 2,255. Policy CS3 of the Local Plan Core Strategy Development Plan Document envisages delivery in the range of 22,000 new homes in the borough between 2011 and 2021 to meet the London Plan target. This includes 450 new homes at West Hendon between 2011/12 and 2015/16, with a further 450 between 2016/17 to 2020/21 with the remainder to be delivered post-2021. The provision of housing at West Hendon is therefore an important component to the Council meeting this housing target.

Density

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

Table 3.2 Sustainable residential quality (SRQ) density matrix (habitable rooms and dwellings per hectare)

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

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

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

The application site boundary as currently submitted is 12.99ha (including the West Hendon Broadway, Station Approach, and zones for the pedestrian bridges) which would equate to a gross density of 157u/ha.

The submission notes that both gross and net densities will need to be adjusted to take into account the following:-

- Ramsey Close is not now being demolished and the 34 units will remain
- West Hendon Broadway Units (c.35)
- Phase 1 has already been completed to comprise 8 units
- Phase 2 has already been completed to comprise 186 units
- The current Masterplan proposes 2,000 units in addition to this.
- A total of 2,263 units are proposed as West Hendon

As such it concludes:-

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

The Applicant’s planning statement provides an analysis of development density, taking into consideration the consented scheme (upon which Local Plan assumptions are based and has a gross density of 143 u/ha) and the proposed scheme.

The Applicant identifies a “net” site area to include parts A, C and D on the Density Plan below. This excludes the A5 and Station Approach and equates to 12.78 ha. This it notes would result in proposals generating a net residential density of 170 u/ha.

Density Plan



It is considered by the Council that a more accurate interpretation of 'Net Density' would include only area 'A' on the Density Plan above giving a site area of 9.5 Ha which would result in a Density of 210 u/ha.

177 units/hectare is marginally above the upper threshold as set out in the London Plan. The Council's interpretation of 210 units/hectare further exceeds this figure, however The GLA in their stage one report note of the density that it "is acceptable given the context of the site and the residential quality".

A high density alone is not a reason for refusal of a planning application as it fails to consider the quality and design of a scheme which must be carefully considered when density calculations may give rise to concerns.

It is considered that the following issues support the proposed density:

- The proposed block structure, with four landmark towers is supported in urban design terms, providing a more integrated and legible environment compared to the existing, and the resultant density is considered to be an important component within this. This is supported by Core Strategy policy CS5 and saved UDP policy C1a;
- Daylight/sunlight assessment (see below) undertaken as part of the ES demonstrates that all units will have sufficient levels of light with limited over shadowing;
- The scheme includes a significant proportion of private, semi-private and public amenity space, together with improved linkages to surrounding parks and recreation areas which is considered to be sufficient provision to support the proposed population;
- The scheme is located close to West Hendon station which will benefit from the current upgrade to Thameslink services.
- The level of development (2,000 units) complies with that proposed within the Core Strategy housing trajectory and has been demonstrated to be a requirement in viability terms through the independent viability assessment.

Affordable Housing

London Plan Policy 3.9 *Mixed and Balanced Communities* promotes a balanced mix of tenures and requires new development to foster social diversity, redress social exclusion and strengthen neighbourhood identity. It emphasises the need to create a more balanced mix in all parts of London particularly in some neighbourhoods where social renting predominates.

London Plan Policy 3.11 *Affordable Housing Targets* requires all boroughs to maximise affordable housing provision in order to contribute towards an average annual London-wide target of 13,200 with a priority for family housing.

London Plan Policy 3.12 requires LPA's to seek the maximum reasonable amount of affordable housing in residential and mixed-use schemes. London Plan policy 3.14 aims to resist the loss of housing, including affordable housing, unless it is replaced at existing or higher densities with equivalent floorspace.

Supporting paragraph 3.82 states that estate renewal should take into account the regeneration benefits to the local community, the proportion of affordable housing in the surrounding area and the amount of affordable housing to be provided elsewhere in the borough.

Local Plan Policies CS4 and DM10 set a borough-wide target of 40% of housing provision to be affordable subject to viability. It also seeks to ensure that an appropriate mix of affordable housing is provided with 60% social/ affordable rent and 40% intermediate/ shared equity.

As set out in Table 2.1 above the current estate comprises some 597 residential units of which 453 (76%) are affordable social rent and 144 are privately owned units. The majority of the units are 1 bed room flats (42%) or 2 bedroom maisonettes (57%). This equates to a total of 38,150 sq m of residential floorspace, of which 28,446 sq m is affordable. There are currently 212 secure tenant properties on the estate. According to the Residential Decant Strategy submitted with the planning application the Applicant has already acquired 28 leasehold and freehold properties on the estate.

There are currently 116 leasehold and freehold properties on the estate still to be acquired.

The proposals for the regeneration of the estate comprise the demolition of the existing 597 units and a replacement of more than the minimum 28,446 sq m of affordable floorspace required under policy (ensuring no-net loss). 25% affordable housing by unit (comprising an indicative mix of 43% social rented and 57% intermediate/shared equity).is proposed equating to 36,846sqm of affordable floorspace.

A comparison between existing affordable housing and future indicative mix within the estate is set out below:

Table 5.1 Comparison between existing and proposed residential floorspace

	Existing			Proposed		
	No.	%	Floorspace	No.	%	Floorspace
Private	144	24%	12,613 sq m	1500	75%	102,316 NIA sq m
Affordable comprising:	453	76%	28,446 NIA sq m	500	25%	36,846sqm NIA(minimum)
Social rented (Minimum)	453	76%		215	10.75%	
Intermediate	-	-		285	14.25%	

Total units	597		41,059 sq m	2000		202,000 sq m (maximum) GEA
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The Residential Decant strategy states that 219 social rent properties are proposed within the illustrative Masterplan to accommodate the secure tenants within the scheme. These are proposed to be delivered as follows:

- Phase 3a (detailed) -74 social rent units (31no. 1 bed, 31no. 2 bed, 7no 3 bed and 4no. 4 bed units).
- Phase 3b - 41 units,
- Phase 3c - 36 units
- Phase 4 – 68 units.

This will complete the secure tenant decant. The precise accommodation mix of later phases will be determined by the housing needs of those tenants identified to be moved into it. The social rented properties will be owned and managed by Metropolitan Housing Trust. When properties become available for reletting, the Council will have nomination rights.

To complement the secure tenant decant and to meet the obligation to reprovide the net affordable accommodation on site, the affordable housing strategy includes the delivery of intermediate tenure affordable housing. Around 281 units in total are proposed to be delivered across the phased scheme. The intermediate tenure properties will be owned and managed by Metropolitan Housing Trust. They will meet the Council's affordability criteria applicable at the time of completion.

The application includes an independent viability assessment which tests and justifies the approach to affordable housing taken by the applicant.

In addition to the financial need to cross-subsidise the development with private sales units, the proposals are considered to improve the mix of tenures across the site. The provision of 75% private housing, together with intermediate housing, is considered to assist in the rebalancing of the area in accordance with the aims of creating balanced and mixed communities in neighbourhoods where social renting predominates and there are concentrations of deprivation (London Plan Policy 3.9).

The Mayor's Housing Supplementary Planning Guidance states that replacement affordable housing can be of a different tenure where this achieves an improved mix of provision reinforcing the objectives of strategic policy.

The application complies with London Plan 3.12 in that it results in no-net loss in affordable housing floorspace. However, it does not meet the target set Local Plan Policies CS4 and DM10 which set a borough-wide target of 40% housing provision to be affordable, or the mix of affordable housing as 60:40 (social/affordable rent: intermediate). However, this policy is subject to viability and as set out in supporting paragraph 3.82 of the London Plan, the wider regeneration benefits of estate renewal must be taken into account.

It is considered that the proposed mix is responsive to the needs of existing tenants that would be rehoused as part of the regeneration and will assist in making the proposed development attractive to people who wish to come and live in the area. The GLA in their Phase 1 report consider that this approach is acceptable subject to viability testing, given the characteristics of the area. The proposals are therefore considered to be compliant with this policy context.

Dwelling Mix

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

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

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

Policy 1.1C of the London Housing Strategy sets a target for 42% of social rented homes to have 3 or more bedrooms. London Plan Policy 3.8 promotes a balanced mix of unit sizes in new developments and Local Plan Development Management Policy DM08 outlines the priorities for affordable and market housing to be 3 and 4 bedrooms.

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

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

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

Standard of accommodation

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

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

10% of the overall residential unit provision has been designed to be wheelchair accessible or easily adaptable for wheelchair users. The designated wheelchair units are proposed to be distributed across various blocks of the development and at different floor levels to enable the greatest choice, size and positioning. The DAS notes that this approach ensures that wheelchair users are considered without discrimination and that wheelchair standard units are not concentrated in any particular location.

All dwellings are also designed to comply with 'Lifetime Homes' standards.

Phasing and Decant

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

This application relates to strategic phases 3, 4, 5 and 6. Each phase is likely to be split into a series of sub-phases for construction.

The approach is detailed further in the submitted phasing strategy which identifies that Phase 3 is divided into three sub phases comprising Phase 3a (which comprises the detailed application), 3b (which form part of the outline application).and 3c (which includes building E2 submitted in detail, with the remainder submitted in outline)

An indication of likely scheme phasing, as assessed within the ES is provided as Table 3.5 of the Development Specification (Table 5.3 below). This estimates completion of the scheme by 2029:

Table 5.3 – Illustrative scheme phasing and construction years

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

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

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

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

5.3 Urban Design and Character

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

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

The London Plan also contains a number of relevant policies on character, design and landscaping (as set out in **Appendix 2**). Policy 7.4 of the London Plan states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; and is informed by the surrounding historic environment.

Policy 7.7 of the London Plan sets out criteria for the location and design of tall and large buildings. It states that tall buildings should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise reflective glare, aviation, navigation and telecommunication interference and should not impact on strategic views. It also states that the impact of tall buildings proposed in sensitive locations should be given particular consideration.

Local Plan policy DM01 highlights that all development should represent high quality design that is based on an understanding of local characteristics, preserves or enhances local character, provides attractive streets and respects the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets. Policy DM15 states that development

adjacent the green belt should not have a detrimental impact on visual amenity and respect the character of its surroundings. Local Plan Policy CS5 states that West Hendon is a location where tall buildings may be appropriate

Vision

The Proposed Development seeks to secure the regeneration of the West Hendon Estate by transforming the existing estate of poor quality buildings and disconnected external spaces into a thriving and cohesive neighbourhood. The Applicant's DAS identifies three aims to drive this vision:

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

The application material secures these concepts through the design guidance, development specification and parameter plans as submitted for approval, with further articulation of the vision, concept and Masterplan set out within the Design and Access Statement.

Design Guidance

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

The contents underpin the parameter plans relating to the outline elements of the scheme, and identifies further description of the detailed element of the scheme within Phase 3a.

The development specification and parameter plans, as approved, are supplemented by Urban Design Guidelines setting clear guidance as to the intended form, scale and character of the individual buildings and places that will be consented as part of the scheme. This guidance is intended to inform architects responsible for the design of individual buildings, together with future local authority officers and members to assist in a cohesive decision making process.

The Urban Design Guidelines are designed to provide clear principles and best practice to be incorporated into all future development. They are intended to be flexible and subject to change during the life of the development, taking into account lessons learnt and required changes. The Urban Design Guidelines have been significantly updated since the initial application following review by officers and their advisors.

The Urban Design Guidelines are structured as follows:

- Chapter 2 – Site wide Principles
This sets out principles to be achieved across the site in order to achieve the characteristics as identified within the illustrative Masterplan. This incorporates site

wide principles for layout and street hierarchies, building form, interface of buildings with the public realm, roof detailing, materials, car and cycle parking, bridge design, environmental considerations, security and inclusive design.

- Chapter 3 – Streets and Spaces

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

- Chapter 4 – Tall Buildings

This section sets out the main architectural principles that must be incorporated within the four tall buildings identified along the edge of the reservoir. This includes principles for the placement, orientation, form, facade, detailing, public realm interface and environmental considerations.

- Chapter 5 – Courtyards

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

- Chapter 6 – Landscape and Public Realm

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

The main urban design principles established in the proposed development are set out below:

Street Network

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

The redevelopment seeks to improve visual and physical connections through the site that are reflective of the traditional Victorian street pattern that previously existed on the site. A primary aim is to improve connections between the Broadway and York Park, together with north south linkages improving accessibility to surrounding recreation facilities.

In addition the Perryfield Way gyratory is proposed to be removed, assisting in improving the environment for pedestrians within the application site and providing a more logical vehicular network around the Broadway.

The proposed development seeks to significantly improve pedestrian routes through the site. A main pedestrian route is proposed to connect Welsh Harp and York Park with the Broadway and Hendon Railway station via Station Road. This is defined through the scheme through the proposed “Broadway Place and the Green” open space and is intended to link with a circular pedestrian route around the Brent Reservoir via the proposed pedestrian footbridges across Silk Stream and adjacent to the existing Cool Oak Lane bridge.

In addition further pedestrian priority routes are proposed to link the Broadway via Borthwick Road to proposed school and community centre, and Silk Stream Bridge access to West Hendon Recreation Ground. Perryfield Way, Milton Road and Stanley Road are proposed as

further pedestrian access points from the Broadway and to provide a service function for adjacent units.

Vehicular access is proposed from the Broadway via Cool Oak Lane through Ravenstone Road, and from Cool Oak Lane, via the access to the existing Phase 2 Lakeside development.

Within the estate two main streets are identified running in a north-south alignment parallel to the Welsh Harp and Broadway. These are:

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

A fundamental component of the proposed development highway improvements (as outlined below) is the removal of the Perryfields Way gyratory system. This will remove a significant obstacle to pedestrian and vehicular movement and will facilitate residential development to the rear of the Broadway.

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

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

Silk Stream and Cool Oak Lane Bridges

Two pedestrian bridges are proposed with the primary function of improving access between the proposed development and surrounding areas of open space.

A bridge across the Silk Stream is proposed to improve pedestrian connectivity between the development and wider community, including Goldsmith Avenue and the West Hendon Recreation Ground. This bridge is located adjacent to the school and will be an essential component in providing connections between the school and playing fields required for educational purposes. In addition it is proposed that parking provision for the school will utilise the existing car park adjacent to the recreation ground.

The detailed design and alignment is reserved, although Parameter Plan 0011P2 identifies two landing zones either side of the Silk Stream. This takes into consideration required pedestrian desire lines, together with ecological requirements. Parameter Plan 0012P2 identifies bridge levels setting maximum structural depths to take into consideration likely flood levels at 1:100 year plus climate change. These parameters have been refined in consultation with stakeholders including the Metropolitan Police, Canals and Rivers Trust, Environment Agency and Natural England.

The Design Guidelines provide further principles for the detailed design of the bridge. This includes principles for the alignment to consider security and natural surveillance, while

balancing the ecological requirements of loafing waterfowl, lighting and foundation requirements. Recommended Planning Condition 29 sets out further design requirements to be established prior to its development.

The Silk Stream bridge will be required to come forward within Phase 5 in advance of the occupation of the Primary School or prior to occupation of 75% of the units in this phase.

The Cool Oak Lane bridge is proposed as a dedicated pedestrian and cycle bridge adjacent to the listed three arch road bridge. This bridge is required to remove the need for pedestrians and cyclists to wait at the existing signalised crossing and use the main road carriageway to cross the bridge. The bridge is proposed to come forward during Phase 3 providing improved access to recreational facilities to residents of earlier phases of the scheme.

Parameter Plan 0013P2, the Development Specification and the Design Guidelines provide further principles for the delivery of the bridge. Detailed design of the bridge will be brought forward in accordance with recommended Condition 28. This includes the need to site the structure away from the existing listed bridge structure to respect its historic status.

These two bridges will facilitate a circular walking route connecting the scheme, York Park with the Welsh Harp Reservoir and recreation ground, significantly improving access to open space and the strategic Capital Ring long distance walking route, in accordance with London Plan Policies 2.18, 3.2 and 7.18, Barnet Local Plan Policies CS7, CS11, DM15.

Development Layout

The proposals for the regeneration of West Hendon were developed around an iterative masterplanning exercises, taking into consideration the 2008 consented scheme and changing requirements including development viability. This exercise is described further above and detailed within the Design and Access Statement. It involved a range of stakeholders including LBB officers and members, local residents and statutory consultees as outlined within the Applicants' Statement of Community Involvement.

The Illustrative Masterplan (**Appendix 4**) has formed the basis for the development parameters that formed the basis for the application and Environmental Impact Assessment. These establish limits of the development and the capacity of the site in accordance with social, environmental and economic constraints. This Masterplan is submitted as an illustrative plan to demonstrate how it has formed the basis of the parameter plans, development specification and urban design guidelines which are submitted for approval.

Parameter Plan 003P2, as amended following receipt of the planning application is a key drawing for the purposes of the planning application. This defines the layout of proposed buildings and development areas across the planning application site and establishes the main components of the Masterplan design proposed and subjected to Environmental Impact Assessment.

Parameter Plan 003P2 defines the development area within which reserved matters applications will be acceptable and defines the following components:

- The maximum extent of development area for each block (A, B, C, D, F, G3,4,5, H, J, K M3,4);
- An ancillary development zone whereby balconies, canopies and amenity space can be provided;

- Building footprints, identified as grey blocks behind the maximum extent of the development area.
- Maximum internal building line, determining the internal facade of the blocks, based upon daylight/sunlight assessment. This may be varied by up to 1.5m either side (shown as building zone tolerance) subject to BRE daylight/sunlight analysis at reserved matters stage. This further protects internal courtyard space within the development as further defined within the Design Guidelines.
- Minimum dimensions between buildings, taking into consideration daylight/sunlight issues together with design principles for streets and spaces identified within the Design Guidelines.

In addition within the development areas, “gaps” are identified between the maximum internal building lines, this is intended to provide relief in the facade and ensures sufficient daylight/sunlight is provided within the courtyards. These gaps should be no less than 7.5m wide. There may be potential for these gaps to move through reserved matters applications providing that proportions remain the same and that they are subject to a detailed BRE daylight/sunlight assessment.

Parameter Plans 006P2 and 007P2 further define the layout of the scheme by defining the patterns of land uses at ground and upper floors. It should be noted that due to topography the ground floor will change due to particular building frontage. This defines the following proposed land use patterns:

- Residential uses are predominant across the site;
- Propose school and community use sits behind properties fronting Ramsay Close;
- Retail/commercial frontages are proposed at the ground floor at the proposed “Broadway Square”, extending the shopping area into the site (Buildings G1, G4, H4, H3);
- Retail/commercial and community use is proposed at the ground floor of G5. The community provision within this block is subject to recommended condition 18.
- It is recognised that ground floor uses may include ancillary uses such as residential entrances, bin storage, car park entrances and car park ventilation.

Further principles for the distribution and layout of uses across the site is contained within the Design Guidelines.

Tall buildings, heights and massing

Building heights across the scheme are proposed to vary across the scheme, with the majority of buildings between 3 and 9 storeys, with taller buildings defined of between 10 and 28 storeys. This includes four towers fronting York Park of between 20 and 28 storeys. The Design and Access Statement sets out the broad rationale for the heights and massing strategy which is based upon five residential typologies that respond to different parts of the site. These comprise:

- Interface blocks – low rise interface courtyard blocks are located behind the buildings on the Broadway in order to relate to existing building scale, and provide transition to higher buildings further into the site;
- Courtyards – medium rise courtyard blocks in the centre of the site located between the lower interface buildings along the Broadway and the higher massing to the west of the site along the waterfront;
- Townhouse – low rise townhouses are located at the northern and southern ends of the site to relate to the building scale and residential typology in these locations;

- Waterfront pavilions and tall buildings – medium rise waterfront pavilions to the west of the site, linked to tall buildings with views over the Welsh Harp.

The heights of proposed buildings within the outline element of the scheme are set out within Parameter Plan 004p2 which show the maximum heights permitted within different parts of the development, as defined within the development area parameter plan as described above. This is provided in metres Above Ordnance Datum (AOD) and includes parapets, lift overruns and plant areas.

This identifies a range from 48.15 m AOD adjacent to Ramsay Close to 143.55 m AOD which is proposed to be the tallest building (up to approximately 28 storeys) in Block D4. This excludes the area submitted in detail, which includes the tall building in Block E2 which is proposed to be 26 storeys. The other tall buildings are proposed at Block D5 (118.55 m AOD, equivalent to approximately 20 storeys) and K2 (111.20 m AOD, equivalent to approximately 18 storeys).

The principle for tall buildings at West Hendon has been established through the consented scheme and Local Plan policy. The consented scheme proposed up to ten locations with between 10 and 20 storeys of up to 117 m AOD. These locations were distributed across the site, but predominantly towards the Broadway which is remote from views across the Welsh Harp.

The approach to tall buildings within the Proposed Development has been subject to iterative design review through the revised masterplanning process and now identifies four focused locations along York Park, with a set back of 20m from the edge of the reservoir. These are in comparison between approximately 18 and 28 storeys (111.20 m AOD to 143.5 AOD). As explained within the Design and Access Statement the massing of the tall buildings has been designed to provide variation between the four buildings reflecting the surrounding context.

The approach to tall buildings in this location is considered to be consistent with that of the Local Plan and London Plan policies.

Local Plan Core Strategy Policy CS5 states that West Hendon is a strategic location where “Tall buildings (8 Storeys (or 26 metres or more))” may be considered in accordance with Local Plan Policy DM05 and London Plan Policy 7.7 and Guidance on Tall Buildings (2007) by English Heritage and Cabi.

Policy 10.6.6 refers specifically to West Hendon noting that the scheme will create a focal point for the area around the local centre square which will be linked to the Welsh Harp and surrounding green spaces by landscaped green corridors. Tall buildings ranging from 8 to 20 storeys will mark out these green corridors. This paragraph refers to the consented scheme as described above and it is considered that the Proposed Development provides a different emphasis to tall buildings with a greater focus in four locations along the Welsh Harp which is compliant with the principles outlined in London Plan Policy 7.7 and Local Plan Policy DM05 as outlined below:

Table 5.4 – Assessment of proposals against Local Plan and London Plan Tall Buildings Policies

Local Plan Policy DM05: Tall Buildings	Scheme Response
DM05: Tall Buildings “Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable.	

Proposals for tall buildings will need to demonstrate:	
i. an active street frontage where appropriate	<i>The detailed application drawings for Building E2 provide detail on the ground floor solution which, given the levels across the site, provide for different elevations to different orientations. The elevations for E2 and the other tall buildings within the development will be activated not by different land uses by elevational activity and natural surveillance as detailed in the Design Guidelines. This is considered appropriate given the residential context.</i>
ii. successful integration into the existing urban fabric	<i>The DAS and Townscape Appraisal recognise that these tall buildings will be visual markers for this site because of their scale. The proposed towers are integrated into the scheme as a whole rather than presented as detached, isolated objects. They share a common architectural language with the midrise housing, and their form is related to the form of the courtyard blocks as demonstrated through the detailed application for Block E.</i>
iii. a regard to topography and no adverse impact on Local Viewing Corridors, local views and the skyline	<i>Regard has been had to the topography as a matter of good urban design evaluation and optioning. The Proposed Development will have a distinct character and identity. In part this will be the result of taking advantage of the opportunities afforded by the Site; the combination of the slope down to the west, and the presence of the reservoir, will make Broadway Place a memorable heart of the scheme; and the view of the towers across the water and the green landscape of York Park will also have a strong character. As well as these particular, site specific aspects, the architectural approach and the public realm design achieve a strong and distinct identity. The ES considers the effects on the viewing corridors and skyline, with impacts broadly divided into those from urban areas and those from open green space. The views from urban areas, such as The Broadway, The Hyde and the A406, are expected to be improved as the new buildings act as landmarks for the proposed development and local centre and add interest against the urban backdrop. However, it is recognised that negative impacts may be expected on views from Brent Reservoir and West Hendon Playing Fields when considered in</i>

	<i>the context of open skyline. From a townscape as opposed to a landscape perspective, the tall buildings provide a strong sense of identity to the development, marking the presence in the wider townscape of an area that today has no presence at all. This is further detailed in the townscape assessment submitted as part of the application.</i>
iv. not cause harm to heritage assets and their setting	<i>An assessment of cultural heritage has been undertaken using a range of available resources to establish the known archaeological and built heritage baseline of the application site. In terms of built heritage, the proposed development will not have any major adverse effects on designated structures, either physically or to their settings</i>
v. that the potential microclimatic effect does not adversely affect existing levels of comfort in the public realm	<i>A wind impact assessment for the proposed development has been carried out using both a qualitative desktop study and a quantitative analysis using Computational Fluid Dynamics (a mathematical model). A range of different wind conditions were considered and the effect of the development on local wind speeds, winds off-site and pedestrian comfort was assessed. This analysis identified that the proposed development has a marginal impact on wind conditions off-site. The predicted maximum wind speeds on-site are consistent with the proposed usage and as such significant additional mitigations are not recommended.</i>
London Plan Policy 7.7 Location and design of tall and large buildings	
Strategic A Tall and large buildings should be part of a plan-led approach to changing or developing an area by the identification of appropriate, sensitive and inappropriate locations. Tall and large buildings should not have an unacceptably harmful impact on their surroundings.	<i>The tall buildings have been refined as part of an iterative Masterplanning process for the whole site that has identified opportunities and constraints and identified a position for the tall buildings which is deemed to maximise site potential, and minimise impact on surroundings – the tall buildings being restricted to four locations, rather than across the site as with the consented scheme..</i>
Planning decisions B Applications for tall or large buildings should include an urban design analysis that demonstrates the proposal is part of a strategy that will meet the criteria below. This is particularly important if the site is not identified as a location for tall or large buildings in the borough's LDF.	<i>The application is supported by an illustrative Masterplan, townscape appraisal and will be controlled through parameter plans, development specification and design guidelines. These have been developed with a range of stakeholders including LBB and the GLA and are deemed to meet the criteria below. The site has been previously</i>

	<i>identified as a location for tall buildings within the Local Plan.</i>
C Tall and large buildings should: a generally be limited to sites in the Central Activity Zone, opportunity areas, areas of intensification or town centres that have good access to public transport	<i>Prior to the initial planning consent being identified the site was part of the Cricklewood, Brent Cross , West Hendon Opportunity Area within the London Plan. The site is subject to the Mayors OAPF/LBB SPG for the area. The site is in close proximity to Hendon Rail station and bus services on West Hendon Broadway.</i>
b only be considered in areas whose character would not be affected adversely by the scale, mass or bulk of a tall or large building	<i>As demonstrated within the LVIA that forms part of the ES, the Townscape Appraisal and DAS, the site is considered to be in a location suitable for tall buildings. The positioning of the towers is away from surrounding buildings (to be retained) and as such are not considered to have significant effects on existing properties, while they have been designed to be integrated with surrounding lower level buildings. It is considered that the towers will enhance the areas character, providing a clear visual marker to the site.</i>
c relate well to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level;	<i>The towers have been incorporated within the wider Masterplan, with parameters for surrounding blocks refined to reflect their position within the scheme. The towers have been designed to encourage residential activities at the ground floor and will have designed to be integrated within their parkland setting.</i>
d individually or as a group, improve the legibility of an area, by emphasizing a point of civic or visual significance where appropriate, and enhance the skyline and image of London	<i>The four towers will play a significant role in enhancing the legibility of the proposed development and wider West Hendon. The towers will be visible from surrounding areas and are designed to be of the highest quality architecture that will add visual interest to the local skyline.</i>
e incorporate the highest standards of architecture and materials, including sustainable design and construction practices	<i>The towers have been designed to incorporate a simple, high quality palette of materials, including brick within the facade. This is demonstrated within the detailed design for Block E, and has been incorporated into the design guidance for the wider outline scheme. The scheme has been designed to meet code for sustainable homes level four and will meet a range of sustainable design and construction practices.</i>
f have ground floor activities that provide a positive relationship to the surrounding streets	<i>The ground floor activities have been designed as open residential entrances that have a clear presence that will open up to the surrounding landscape. This is further articulated and controlled within the design</i>

	<i>guidelines.</i>
g contribute to improving the permeability of the site and wider area, where possible	<i>The four towers have been designed to integrate with the wider site-wide street pattern and act as clear visual markers along the park frontage.</i>
h incorporate publicly accessible areas on the upper floors, where appropriate	<i>The towers have been designed to incorporate communal roof terraces for residents at the top level. It is not considered that full public access to the buildings is appropriate given its location in outer London.</i>
i make a significant contribution to local regeneration	<i>The towers will ensure required density and increase in local residents will occur at West Hendon and provide a significant number of new homes for private sale. It is anticipated that these residents will bring increased commerce to the local area. In addition the improved architecture and public realm facilitated by the towers and surrounding scheme will ensure the physical transformation of West Hendon.</i>
D Tall buildings: a should not affect their surroundings adversely in terms of microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunication interference	<i>The ES has conducted a full assessment of the proposed tower blocks (to the maximum height set out in the Parameter Plans) in terms of landscape and visual impacts, wind, noise, and daylight/sunlight. Given the location it was not deemed necessary to assess aviation and navigation, and telecommunication was not considered to be an issue.</i>
b should not impact on local or strategic views adversely	<i>The LVIA demonstrates that the proposed towers will not adversely affect any strategic views.</i>
E The impact of tall buildings proposed in sensitive locations should be given particular consideration. Such areas might include conservation areas, listed buildings and their settings, registered historic parks and gardens, scheduled monuments, battlefields, the edge of the Green Belt or Metropolitan Open Land, World Heritage Sites or other areas designated by boroughs as being sensitive or inappropriate for tall buildings.	<i>Given the adjacent SSSI, a detailed assessment of likely ecological effects has been undertaken to ensure that any negative impacts caused by the towers is mitigated. This is set out within the ES and is controlled by planning condition where necessary.</i>

The GLA Phase 1 report states:

“Whilst the overall height of the scheme is in excess of the existing buildings, the width of the streets and size of the courtyards relate well to these heights without being overbearing or causing excessive overshadowing. The approach of having taller elements along the reservoir adds to the legibility of the area and marks the new park which is welcomed. The taller towers work well as a composition forming distinct elements on the skyline rather than a single mass. The towers are well proportioned and the indicative detailing and design guidelines are well considered”.

An independent assessment of the tall buildings has been commissioned by the applicant to provide a peer review of the development. Peter Stewart is a registered architect. He was Director of the design review programme at CABI (now Design Council CABI) from 1999 to 2005, during which time he was one of authors of the CABI / English Heritage Guidance on Tall Buildings, and has served on the London Advisory Committee of English Heritage.

These findings can be found in the Townscape Appraisal which concludes:

“One of the successes of the design approach is that the four towers, while prominent and distinctive, are not treated as separate from this pattern but as part of it. The overall effect is of local variety and visual incident set within strongly controlled overall coherence”.

Given the above, the iterative design process involving a range of stakeholders, and the high quality of architectural quality proposed as controlled through the parameters and design codes, it is considered that the scale and massing principles proposed for the development are acceptable. The scheme is considered to be of high quality in terms of urban design and are considered to be compliant with policies set out in the Local Plan and London Plan.

Public Realm and Private Space

The public realm is an integral part of the Masterplan and the re-provision and improvement of York Park, together with additional areas of open space and private space is an important component of the regeneration proposals. It is an essential landscape component in ensuring mitigation of ecological impacts on the Welsh Harp and transition between the urban environment of the Broadway and the estate, to the landscaped environment of the reservoir and its surroundings.

Parameter Plan 005P2 defines the proposed zones for open space, with further principles for development set out within the Design Guidelines. This defines the following:

- York Park – comprising 1.2 ha
- The Green – comprising 0.2 ha
- The Square – comprising 0.1 ha
- Further areas of 0.2ha of public and communal open space as identified through the illustrative Masterplan
- School amenity provision - comprising 0.3 ha.

Communal courtyards are proposed to provide social space and doorstep play between buildings. These will provide resident only locations in a well-landscaped, safe and overlooked environment. Residents will also benefit from private garden terraces within the courtyard with direct access to the communal area.

In addition communal rooftop gardens may be provided in private ownership blocks to be defined on a case-by-case basis at Reserved Matters stages.

The following areas of private outdoor space is to be provided within the development:

- Front gardens/privacy planting – homes at ground level will be separated from streets and footways by planting. Townhouses in Blocks M3 and M4 will have front gardens with front railings.
- Rear garden terraces – all blocks with the exception of A, M3 and M4 will offer private terraces for dwellings at ground level or adjacent to roof gardens. The individual town houses of Blocks M3 and M4 will be provided with individual private gardens.

- All upper level units will be provided with private balconies (or winter gardens) accessible direct from the living space.
- Private roof space will be provided where available, including for high-value penthouse apartments.

The Design Guidance provides clear principles for the detailed design of public realm and open space areas, with further information contained within the Design and Access Statement. In addition the detailed element of the scheme provides a defined landscape approach for the first phases of landscaping.

The site wide approach to public and private space is considered to be a significant enhancement from the existing environment where spaces around the buildings and York Park, are undefined and under-used.

Building Design

Appearance is a reserved matter for the outline element of the scheme. As such the Urban Design Guidelines provide detailed principles for the appearance of blocks. The guidance seeks to secure the high quality design that is evident in the detailed phase as discussed later within this report.

It seeks to ensure a consistent approach to design is implemented across the scheme that reflects that proposed within the detailed element. Specific characteristics for individual character areas, varied depending upon location, building typology and scale are further identified within the Design Guidelines.

Proposed buildings comprise simple facades built from high quality, limited material palette with the primary facing material to be brick. Balconies will form an important visual element of the building facades and will be constructed from high quality materials, with some potential for variation and defined within the Design Guidelines.

Buildings will be constructed with flat roofs to enable green/brown roof features, photovoltaic panels and communal amenity areas. Principles means of variation will be through changes in building height.

The Design Guidelines present a framework for the design and appearance of reserved matters applications within identified character areas.

The GLA Phase 1 report identifies the considerable pre-application design work that has taken place and welcomes the inclusion of one of the tall buildings in the detailed element of the application as this is deemed to give an indication of the quality of the outline element of the scheme. In urban design terms the GLA Phase 1 report states that

“the scheme is now considered to be of a high design quality and is strongly supported by officers. The indicative plans illustrate a high quality residential offer and a legible and permeable environment is ensured through the parameter plans and the design guidelines which is welcomed”.

An assessment of the detailed scheme, which seeks to demonstrate how subsequent outline phases may be brought forward, is set out below.

5.4 Visual Impact

The Environmental Statement considers the impacts of the development on the townscape and landscape character with reference to Character Areas and Visual Receptors, this has been supported by the preparation of a number of verified views which were agreed with officers.

The methodology for the assessment comprised of the following stages:

- Analysis of the existing landscape resources and visual context of the study area;
- Assessment of the sensitivity of the landscape and visual receptors;
- Analysis of the potential landscape and visual effects of the proposals and assessing the magnitude of change;
- Assessment of potential impacts and their significance;
- Identification of appropriate mitigation to address identified impacts;
- Assessment of the residual effects and their significance.

The key viewpoints took account of the following factors which the site is particularly sensitive to:

- Local topography and rolling landscape of valleys and ridges;
- Key settlements surrounding the site including West Hendon, Dollis Hill and Hendon;
- Areas of special and historic character including Cool Oak Lane Bridge, a Grade 2 listed structure;
- Public roads and public footpaths;
- Vegetation;
- Brent Reservoir, a Site of Special Scientific Interest (SSSI) and Local Nature Reserve (LNR) located adjacent to the site
- Open space;
- The Metropolitan Open Land (Fryent Park and Welsh Harp);
- National character area including the Hertfordshire Plateaux and River Valleys

The assessment of impacts is based upon the defined parameters within the application proposals which include maximum building heights above ground floor level. The existing Estate contains buildings of up to 14 storey blocks of flats. There are limited areas of visibility within the open countryside; however the visual envelope will be more extensive over the open landscape to the west within a 2km radius. In addition, due to the height of the existing high rise blocks on the site, some notable viewpoints from further afield may be affected. This has been taken account of when determining the viewpoints for the assessment.

Despite the increased visibility of parts of the development from the surrounding area the proposed townscape is considered to represent a long-term beneficial enhancement when compared to the existing estate as the proposals mitigate the poor quality existing environment of the high rise character area. Views into the site will also be improved as the existing high rise blocks are removed and replaced with higher quality developments.

The adverse impact on views from the Reservoir and MOL playing fields is restricted to certain view points and does not collectively remove the open characteristics. The tall buildings will remove the clear view of the sky above the defined tree line as seen from the view points. However, the high quality of the proposed development will offer visual interest, with good use of materials and lighting to introduce visual features that create a positive and mutually beneficial contrast with the green elements of the foreground.

Short term visual impacts will arise throughout the construction process to local residents, those adjoining the site and from longer-distance views, as a result of construction traffic, cranes, plant, hoardings etc. This will be especially severe and difficult to mitigate along and around West Hendon Broadway, where views will be direct and in close proximity. However,

given the short term nature of the effect, the impact is not considered to be significant and would be a temporary adverse effect on the landscape character.

5.5 Amenities of Adjoining Residents

Local Plan Policy DM01 which requires that proposals be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and future occupiers.

An assessment of the impact of the proposals on the amenities of future occupiers is considered later in this report.

As the application is in both detailed and outline forms, the impact on neighbouring residents in terms of outlook and privacy are based on the proposed parameters which control the level of development and how it can come forward.

The main controls to safeguard acceptable levels of amenity for future occupiers are within the scale threshold tables submitted as part of the design guidance and are considered below.

Dwelling Outlook

The proposed layout parameters are largely based on the layout shown on the illustrative masterplan. The layout of the proposals are such that proposed buildings within the site would generally be well separated from existing buildings adjoining the site. This is due to adequate garden depths or distances across streets. This separation between the existing and proposed dwellings is defined within the scale threshold tables.

Whilst it is recognised that the outlook for existing residents immediately adjoining the site is likely to change as a result of the proposals, it is not considered that outlook would be harmed. The scale of the buildings (height and depth) are considered to be within acceptable limits when taking account of the distances from adjoining properties and gardens and in comparison to the parameters of existing development on-site.

It is therefore considered that the proposed parameters for the development would safeguard acceptable levels of outlook for existing adjoining occupiers and would not result in unduly overbearing forms of development.

Privacy and Overlooking

The Council's Supplementary Planning Document Residential Design Guide recommends minimum distances between habitable room windows and to neighbouring gardens to protect the privacy.

Innovative design solutions are secured in the design guidelines to ensure that where the privacy distances are shorter than recommended, measures to reduce direct overlooking such as placement of windows, position of habitable rooms and the use of obscure glazing and privacy screens (where this does not prohibit sole outlook) will be used.

The Council's SPD acknowledges that shorter distances between facing habitable room windows and to neighbouring gardens may be acceptable within regeneration areas where there are material justifications. It is considered in this case, that the high quality urban environment proposed and the wider regeneration benefits of the proposals justify the relaxation of these standards.

It is therefore considered that the privacy of adjoining residents would not be unduly harmed within the proposed parameters of the development

Daylight/ Sunlight

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

Natural light refers to both daylight and sunlight. However, a distinction between these two concepts is required for the purpose of analysis and quantification of natural light in buildings. 'Daylight' is used for natural light where the source is the sky in overcast sky conditions, whilst 'Sunlight' refers specifically to the light coming directly from the sun.

Overshadowing is considered in relation to gardens and amenity areas. The BRE guide advises that a garden or amenity space may be adversely affected by a development if *"the area that can receive 2 hours of sun on 21 March is less than 0.8 times its former value"*

The vertical sky component (VSC) to habitable rooms establishes the amount of daylight enjoyed on the face of the window. The BRE guide advises that a building may be adversely affected by a development if, *"the VSC at the centre of an existing main window is reduced to less than 27% or less than 0.8 times its former value"*. If with the new development in place the window does not achieve 27% VSC but is more than 0.8 times its former value then the guidelines state that skylight is unlikely to be seriously affected.

The assessment shows that in terms of daylight, most of the windows of the surrounding buildings analysed would comply with the BRE criteria for daylight, experiencing minor adverse or negligible effects. There are a number of isolated windows that would experience moderate or major adverse effects at 155 The Broadway, 163-165 The Broadway, 163a The Broadway, 177-179 The Broadway and Buildings L & M Cool Oak Lane. The windows on The Broadway are assumed to serve bedrooms which are considered to have a lower expectation of daylight and the isolated nature of the windows on Buildings L & M result in an overall significance to these buildings is considered negligible.

The assessment shows that in terms of sunlight, most of the windows of the surrounding buildings analysed would comply with the BRE criteria for sunlight, experiencing minor adverse or negligible effects. There are a small number of windows that would experience moderate or major adverse effects, these are at 6 Ramsey Close, 203-211 The Broadway and 163-165 The Broadway. However these windows will experience an adverse effect because of the reduction in winter sunlight hours only and they will continue to receive 37% (Ramsey Close) and 25% (The Broadway) annual probable sunlight hours in total which is considered to be a very good level of sunlight for an urban area.

The existing private amenity spaces that are likely to experience some effect are located to the rear of Ramsey Close to the north-west of the application site. However, the results show that each garden will continue to receive 2 hours of sunlight to at least 50% of its area on 21 March, therefore the effect is considered to be negligible. The existing private amenity spaces to the rear of the properties on Cool Oak Lane are located to the south of the application site and, due to the sun's path throughout the day, are unlikely to experience any effect.

All of the other properties surrounding the application site are used for either retail or commercial uses, and not considered to have a reasonable expectation of daylight or sunlight so as to require detailed assessment.

During the enabling works, there are likely to be increasing short-term beneficial daylight and sunlight effects to the identified surrounding sensitive receptors as a result of the progressively reduced bulk and massing on the Site thereby reducing the current obstructions which influence the amount of daylight and sunlight reaching the sensitive receptors. These beneficial effects would cease on completion of demolition, and the availability of daylight and sunlight would gradually change once more during the construction period until the massing of the Development reaches its maximum extents.

Design mitigation to ensure the potential effects were found to be negligible or at worst minor adverse have already been built into the design of the proposals. No further mitigation is therefore considered necessary.

The proposals are therefore considered to have an acceptable impact on daylight and sunlight levels at adjoining properties.

5.6 Amenities of Future Occupiers

The standards of accommodation provided for future occupiers of the development have already been considered in this report and are compliant with London Plan policy in terms of minimum space standards and amenity space provision.

The following section therefore focuses on the requirements of Local Plan Policy DM01 which requires that proposals be designed to allow for adequate daylight, sunlight, privacy and outlook for potential occupiers.

Dwelling Outlook

Development plan policy requires that new dwellings are provided with adequate outlook and this is a factor of ensuring future residents are provided with acceptable amenity.

The proposed nature of the layout of the site would ensure that future occupiers would a variety of differing outlooks. The design guidance seeks to ensure generous fenestration is provided and that dwellings are generally dual aspect. Where single aspect units are unavoidable, a northerly orientation is sought to be avoided as detailed within the Design Guidance.

As a large amount of the application is in outline form the quality of outlook cannot be fully judged until reserved matters are submitted for approval. However, the parameters and associated design guidance for the development are considered to secure the quality of amenity for future occupiers within the site.

Privacy and Overlooking

The Development Area Parameter Plan details the distances between buildings within each development zone on the site. Barnet's recommended distance between facing habitable room windows is 21m. The distances achieved between buildings in the redevelopment proposals generally fall short of this requirement averaging between 16-18m within the site.

At the shallowest point, distances are reduced to 12m but in other areas in excess of 20m can be achieved. Within the site, the typical distance across streets (front-to-front) averages between 12-17m.

In order to reduce the impact of the lower than recommended facing window distances within the site (and consequential reduced distances to adjoining gardens), several innovative design solutions are secured within the design guidance. These include position of windows, layout of rooms and use of obscured glazing and privacy screens.

The Council's SPD acknowledged that shorter distances between facing habitable room windows and to neighbouring gardens may be acceptable between new build properties and within regeneration areas where there are material justifications.

Given the high standard of accommodation of the proposed dwellings and the requirements to meet minimum internal space standards, the average distances that are capable of being achieved as demonstrated within the submission are considered acceptable. Where the minimum distances are at their lowest, officers are satisfied that the design guidance would minimise the impacts to acceptable levels.

The scheme is considered to be compliant with development plan policy as it relates to the amenities of the future occupiers of the dwellings proposed and the design approach is considered, for the reasons outlined above, to provide future occupiers with acceptable amenities. The development is therefore found to be satisfactory in this regard.

5.7 Amenity Space and Open Space Provision

The NPPF promotes healthy communities. The provision of open space and play space makes an important contribution to achieving this (paragraph 69).

London Plan policy 2.18 *Green infrastructure: the network of open and green spaces* sets out strategic applications and planning decisions and LDF guidance supporting the protection, promotion and management of London's green infrastructure.

London Plan policy 7.18 *Protecting local open space and addressing local deficiency* sets out guidance for assessing local open space needs, and promoting the protection, management, creation and enhancement of open space within strategic applications, planning decisions and LDF policies.

Local Plan policies CS5 and DM01 seek to ensure that development respects local context and distinctive local character and includes the requirements for development to provide hard and soft landscaping. It advises that proposals should achieve an appropriate level of new habitat including tree and shrub planting, and a suitable visual setting for buildings, in order to positively contribute to the surrounding area.

Local Plan policy DM15 relating to green belt and open spaces is also relevant given the proximity of the site to the West Hendon Recreation Ground to the north west which is designated Metropolitan Green Belt.

The Barnet Open Space and Recreational Facilities Assessment (2009) examined the existing availability of public open space in Barnet against relevant standards. This open space assessment identifies that the site is not within an area of recognised open space deficiency. The majority of open spaces within proximity of the site are classified overall as good or fair.

The existing estate is typical of its 1960s design in that it has very few private gardens and instead has large amounts of communal open space comprising of shared lawn areas within the horseshoe blocks and the existing York Park. These spaces are largely undefined, dominated by hard paved surfaces and mowed lawns. The existing buildings are situated within these underutilised areas.

An audit undertaken by the Applicant has identified the following existing quantum of open space:

- Public amenity space (York Park) – 14,810m²
- Communal courtyard space associated with the horse-shoe residential blocks – 9,784m²
- Communal visual amenity space (not physically usable) – 7,263m²
- Balconies – some properties have balconies but owing to lack of management controls many are not used for amenity purposes.

This equates to an existing total of 31,857m² of amenity space (ex. Balconies) and a total of 24,594m² useable amenity space.

The Applicant identifies the existing provision against existing population of the estate as follows:

- Existing population before development 1475
- Existing usable Amenity Space per person 16.7m²
- Existing usable Amenity Space per 1000 population 1.67ha

In comparison, the development proposals constitute the following:-

- Public amenity space (York Park, Broadway Place & The Green) – 16,494m² (1,684m² increase on existing)
- Communal courtyard gardens – 13,162m² (3,378m² increase on existing)
- Private amenity garden space – 5,224m² (5,224m² increase on existing)
- Private/community amenity rooftop space - 5320m² (5,320m² increase on existing)
- Balconies – 10,866m² (uplift on existing unknown)
- Front gardens / privacy planning – 1,655m²

In considering proposed provision against the proposed provision the Applicant provides the following breakdown:

- Proposed population 9,616
- Proposed usable Amenity Space per person 11.0m²
- Proposed usable Amenity Space per 1000 population 1.10ha

Proposals represent an increase in useable amenity space within defined private, communal and public areas. They represent a provision that is considered to be of an enhanced quality and usability when compared to the existing provision. Nevertheless there is a reduction in the provision of useable amenity space per 1,000 population as may be expected from such a regeneration proposal.

However, this will be further mitigated through the improved accessibility to existing areas of open space and recreation to the west of the site around the Brent Reservoir facilitated by the two new pedestrian bridges. Notably this provides:

- West Hendon Playing Fields includes two tennis courts, 9 x football pitches, a children's playground, a private bowls club, a basketball shooting hoop across a 25ha area.
- Silver Jubilee Park contains a 7 a side pitch, a football pitch and a Gaelic football pitch across 15ha.
- Woodfield Park contains 2 x 7 a side pitch, 2 x football pitches and a hard court football (Princes Park), Phoenix Canoe Club and North Circular Sailing Club.
- Welsh Harp Marginal Land which contains informal walking and recreational space.

It is noted that additional pressure will be placed upon these existing facilities from the uplift in population and enhancements to the quality of these surrounding spaces as well as local play and recreation facilities are secured through the s106 planning obligations.

Overall, despite a reduction in provision of space/1,000 population, it is considered that the overall increase in quantity of useable provision, together with the provision of new high quality and flexible public open spaces, more private and semi-private amenity spaces and the enhancements secured towards the extensive recreational resources available in the immediate surrounding area, the proposals are considered to be broadly in accordance with the London Plan and Local development plan policies.

5.8 Trees

London Plan Policy 7.21 *Trees and woodlands* seeks to ensure protection, maintenance and enhancement of trees and woodlands. The policy states that existing trees of value should be retained and any loss should be replaced. Where appropriate, planting of additional trees should be secured.

Local Plan policy DM01 seeks to ensure trees are safeguarded, and when protected trees are to be felled, replanting with a suitable size and species will be required.

The applicant submitted a tree survey of the site undertaken by independent arboricultural consultants. This identifies the type and condition of all of the trees on the site in accordance with British Standard BS5837:2005.

In response to a request from the Greater London Authority (GLA) a tree strategy has been prepared which sets out the applicant's approach to the maintenance and planting of trees across the Site. The strategy brings together and expands on the arboricultural surveys and the Design and Access Statement and Design Guidelines. It sets out the approach towards trees covering:

- The preservation and felling of existing trees on site
- The approach to a new comprehensive strategy for new tree planting within the masterplan site
- The strategy for ensuring retained and new trees are viable and maintained in the long term
- Issues surrounding trees within the SSSI generally
- The approach to siting and constructing the proposed Silk Stream Bridge through the SSSI,

Within the site a total of one hundred and eleven individual trees and one group of trees were surveyed. These were found to be of mixed condition and age providing a variety of amenity benefits. These trees have been categorised according to their quality and value:

- 21 Category A trees, of which 19 are retained
- 47 Category B trees, of which 10 are retained
- 30 Category C trees, of which 1 is retained
- 14 Category C/U or U which are assessed to be best removed for health and safety and/or landscape amenity reasons.

The submitted tree survey and landscaping details identify five Category A trees to be removed including three Limes and two Oak trees.

The three Lime trees (identified as T022, T023 and T024 in the trees submission) are a part of a line of London Plane and Lime trees identified as a part of the most significant arboricultural feature at or immediately adjacent to the current development site. The line follows the boundary of the SSSI and has a collective amenity value that exceeds the value of the individual trees in addition they contribute to screening and softening of the west Hendon estate when viewed from the east. It is considered that this group of 21 trees is worthy of inclusion within a Tree Preservation Order.

Following discussions with the Council's Tree Officer the applicant has proposed to submit amendments to the Landscaping design in order to ensure that the three Lime Trees are retained. This is captured by condition with amended details to be submitted prior to commencement of the development.

Two category 'A' trees would therefore be lost as a result of the proposal. These are both Semi Mature Oak and are identified as T035 and T049 within the tree report. The trees are both located some distance from the boundary with the SSSI. Neither has been identified as appropriate for the application of a TPO.

The mitigation measures for the loss of the Category 'A' trees include a new framework of oak and lime trees, including infill and consolidation of the avenue of trees recommended for

TPO. These will be supported by smaller trees – wild cherry, bird cherry, rowan, birch and alder in York Park.

The majority of the trees on site are Category B trees, of which 37 must be lost to facilitate the large-scale earth movement needed to regenerate the site. The Category C, C/U and U trees on site are managed or suffering from poor local conditions, caused by having cramped root zones or having suffered from damage or lack of care. The majority of the Category B, C, C/U and U trees are non-native to the UK.

The mitigation for the loss of Category B, C and U trees includes that existing trees should only be felled when necessary to facilitate the redevelopment. They will be replaced and supplemented in line with the street and courtyard tree planting strategy proposed. The new tree plantings will increase the proportion of native UK trees and increase the number of trees on the site. Compliance with the design guidance will ensure they are designed with adequate rooting volume for a long lifespan.

With respect to trees within the SSSI there is no intention to remove, manage or maintain trees other than in the interests of safety or where required to facilitate the proposed provision of the Silk Stream Bridge. A number of trees are in poor arboricultural condition and have features of concern including overhanging leaning limbs, limbs that are collapsed or 'hung-up' on adjacent branches and trees with weak basal unions (limbs that could fall). It is only proposed to manage such features that pose a health and safety risk where limbs overhang the boundary line. Features of concern within the SSSI will not be dealt with as they provide good habitat.

The landscape strategy identifies measures to strengthen the SSSI boundary with fencing and planting.

The trees to be retained will be protected by the use of stout barrier fencing. All fencing provided for the safeguarding of trees will be erected prior to any demolition or development commencing on the site, therefore ensuring the maximum protection. Where fencing is impractical, consideration will be given to other forms of effective above ground tree structure protection. An example of this would be a combination of Barksavers to secure the stems and a temporary load bearing surface to shield the ground.

Tree surgery should be completed as detailed in the Schedule of Trees. Where this has been identified for reasons other than to permit development, this work should be completed within the advised timescales irrespective of any development proposals.

Given the above, there are no overt or overwhelming arboricultural constraints that can be reasonably cited to preclude the proposed construction.

5.9 Community Facilities

The NPPF identifies the important role planning can take in facilitating social interaction and creating healthy, inclusive communities (paragraph 69). It advises that planning authorities should plan positively for the provision and use of shared space, community facilities and other services to enhance the sustainability of communities and residential environments and ensure an integrated approach to considering the location of housing, economic uses and community facilities and services (paragraph 70).

London Plan policy 3.16 *Protection and enhancement of social infrastructure* requires additional and enhanced provision to meet the needs of growing and diverse populations. Loss of facilities in the absence of proposals for re-provision should be resisted.

Local Plan Core Strategy Policy C10 requires that a range of community facilities be provided for Barnet's communities and is supportive of the inclusive design of community facilities and provision of efficient and multi-purpose community hubs that can provide a range of services in a single location.

Local Plan Development Management Policy DM13 outlines the approach to loss of community and education facilities and the requirements for re-provision.

Community Centre

The estate is currently served by 3 independent community facilities comprising of:

- West Hendon Community Centre 149 sq.m – currently used as a community centre.
- Marquin Centre 478 sq.m – currently leased to a church use, previous uses include a nursery and use by the Scout Association.
- 189 West Hendon Broadway 169 sq.m – is known as 189 Community Space.

These uses are consistent with land use class D1. Non-residential institutions.

The fact that the Marquin Centre is currently used as a church does not mean that the use class definition of the centre has changed from that which would facilitate its use as a community centre in the event that the lease for the church expires or is not renewed. The use of the space as a church does not mean that its use as a community resource has extinguished, it is simply being used for a different type of community access within the same use class definition. The Marquin Centre is owned by Barnet Council and it is reasonable to assume that the space would be reused as a community resource in the event that the church use ceased. This reuse could be achieved without the need for express planning permission. 189 West Hendon Broadway is a community space operating from a retail shop unit. The space is used for public community services and public exhibitions.

Therefore the total amount of community D1 land use currently within the application boundary is a total of 796sq .m.

Community cohesion is a key issue in the redevelopment and reprovision of West Hendon Estate. In their analysis of the baseline conditions of the area, the applicant has demonstrated their understanding of the value of community space to improve community cohesion on the site.

The Application Site is located in an area with a mixed existing provision of social infrastructure. Where existing provision is inadequate in terms of quality (e.g. community centres) or quantity (primary schools), the development proposals may be expected to enhance and improve social infrastructure to contribute to the achievement of sustainable development in the London Borough of Barnet.

The Environmental Statement recognises that demolition of West Hendon Community Centre will deprive residents of valuable community centres which are used by a range of vulnerable interest groups, including, young people and asylum seekers. Secondly, the demographic impact of 5,180 residents associated with the scheme could increase demand for community centres. In effect, the quantity of and accessibility to community centres may decline at the same time as demand for community centres increases. The Health Impact Assessment notes that existing Community Centres, local services and public open space, e.g. York Park

are all important for the local community. The loss of community floor-space at West Hendon Community Centre could minimise opportunities for social interaction and weaken local organisations, who could be forced to look for alternative accommodation. Responses noted in the Statement of Community Involvement note that residents were calling for a viable community centre in the estate to be used for social means.

The proposals will necessitate the demolition of 189 West Hendon Broadway during Phase 3 of the construction stage and the Marquin Centre and West Hendon Community Centre in Phase 5 of the construction stage. Interim temporary provision of an equal floorspace is captured in the S106 at phase 3c should a local need be demonstrated for such a use. This would be available until phase 5 with the provision of the permanent Community floorspace addressed below.

In response to the baseline context and the population impacts arising from the scheme the development proposals include on-site provision of a new 500sq.m community space adjacent to the primary school and 304sq.m community space in block G5 which will remain as permanent community floor space as long as there is market interest in using the space. A Community Centre facility of 500sq.m floorspace, over two floors will be constructed during phase 5 of the development adjacent to, and delivered complementary to, the proposed primary school. The key spaces in the community centre would be centre office, toilets, kitchen and flexible community rooms. In addition, it is proposed that block G5 will include 304m² of Community space on the A5. Condition 18 secures provision of the G5 community centre floorspace for a minimum period of 3 years and that the floorspace shall remain in community use unless it can be demonstrated to the satisfaction of the Local Planning Authority that there is not sufficient demand to support such a use.

The location of the community centre adjacent to the Primary school will create a community-hub for the redevelopment proposals. The Design and Access Statement and Design Guidelines state that the school is co-located with the community centre so that the community centre could make use of the school facilities, for example the hall, and external spaces out of school hours. This also creates the opportunity for a shared reception area so that the community centre could share the school's administrative staff. The S106 heads of term would secure a commuted sum for the council to secure construction of this building in association with the school site as an integrated hub therefore maximising the use of the individual spaces. In phase 6 the hub will benefit from the Silkstream footbridge giving direct access to the West Hendon Playing Fields.

The school associated community centre In the long term responsibility for the continued management of these elements will be subject to further discussions between the future occupants of the school site and other appropriate third party groups including local resident groups with the Council. It is envisaged that the centre will be run and managed in association with the school by a resident's group which will be established in due course.

Whilst the provision of 500sq.m community centre represents a loss in floorspace of 296sqm the proposed consolidation of the three existing facilities into a single centre with a reduced footprint is considered sufficient to meet existing and future needs particularly as the proposed facility will be a modern purpose built and flexible multi-functional space of enhanced quality.

Use of the Marquin Centre is addressed under the Nursery Facilities heading.

Nursery Provision

There are no existing Children's Centres within the West Hendon estate. There is a Children's Centre operating at the Hyde Primary school which is a 50 place capacity centre operating from a floorspace of 483sq.m.

Section 12.7.1.1 of the Environmental Statement identifies the future total population of the development and the age group breakdown to be applied to this total population. The future total population (5,180 residents) is arrived at by applying an average household size of 2.59 to the future number of units (the source for the average household size is the GLA Intelligence Unit). The age group breakdown is from Census 2011 data for LB Barnet as a whole. The age profile is assumed to mirror that of the local authority rather than immediate West Hendon characteristics. This analysis indicates that at completion and full occupation the development could generate a total of 381 children between the ages of 0 and 4 years old.

The development proposals include a maximum of **3,870sq.m** GEA D1 floorspace (Nursery, Primary School and Community Centres). The primary school site is anticipated to accommodate a two form of entry primary school and nursery (providing 420 places). The applicant's proposals indicate that 500sq.m of the D1 Community floorspace. It is assumed therefore that the remaining 3,100sq.m is intended to provide for the Primary School and attached Nursery to be constructed during phase 5 of the development. Assuming DfE Building Bulletin guidelines for the primary school requirements would indicate that approximately 2,230sq.m is for the primary school with the Nursery floorspace in the order of 870sq.m.

Education Provision

There are no school facilities within the West Hendon estate. The Hyde Primary School, Colindale Primary School, Parkfield Primary School, Roe Green Junior School and St Mary's and St John's CofE Primary Schools are located within 1.5 miles of the Application Site. However, following advice from LBB's 'children, young people and families' department any assumptions on surplus capacity within these schools has been treated with caution as this surplus is not distributed evenly across the range of primary school age groups. Therefore some of the schools identified as having surplus capacity may be able to accept a limited number of new pupils within a certain age range, but be oversubscribed or at capacity at other age ranges.

There are some 24 secondary schools within three miles of the Application Site. Statistics for the current academic year suggest that these schools have a total registered capacity to accommodate 30,695 pupils with spare capacity to accommodate a further 3,225 pupils. (DfE's Edubase website).

The development proposals include a maximum of 3,600sq.m GEA D1 floorspace (Nursery, Primary School and Community Centre). The primary school site is anticipated to accommodate a two form of entry primary school (providing 420 places) and nursery. External playspace is provided adjacent to the Welsh Harp and York Park, adjacent to the community centre and on the school roof. The Design Guidelines indicate that the design of the proposed primary school should meet the accessible design standards in Building Bulletin 102 (Special Education Needs) where possible.

The Environmental Statement has tested the child yield by school age bands arising from the unit size mix within the illustrative masterplan. The ES includes two sensitivity tests on total gross and net additional children from a unit size mix which assume 1) a higher proportion of one and two bedroom dwellings and 2) a higher proportion of three and four bedroom dwellings. The applicant is applying for the unit mix percentage range as set out in the Development Specification, the mix applied for differs from the mix which has been tested in the ES for 2 bed private properties and 2 bed rented properties. The table below indicates the unit mixes tested in the ES and applied for in the Development Specification.

Table 5.5 – Unit mixes tested in the ES and applied for in the Development Specification

Unit Type	Illustrative Masterplan Mix	Environmental Statement Sensitivity Tests	Development Specification
Bed	Percentage	Percentage Range	Percentage Range
Private			
1 bed	27.44%	20-35%	20-35%
2 bed	57.17%	55%	45-65%
3 bed	15.05%	10-20%	10-20%
4 bed	0.33%	0-5%	0-5%
Intermediate			
1 bed	26.83%	27-55%	27-55%
2 bed	43.21%	30-43%	30-44%
3 bed	29.97%	15-30%	15-30%
Rent			
1 bed	26.03%	20-30%	20-30%
2 bed	52.05%	52-56%	48-60%
3 bed	15.33%	10-20%	10-20%
4 bed	6.40%	4-8%	4-8%

Section 12.7.1.1 of the Environmental Statement identifies the future child yield arising from the illustrative masterplan. The analysis makes use of the Child Yield calculations from Appendix 1 SPD Planning Obligations draft (December 2012) [now published as LBB SPD Guidance on Planning Obligations April 2013]. Adjustments are made to the Child Yield calculations to determine a primary age for children aged 3-10 (as distinct from the 0-4 and 5-10 age bands which are used in the SPD). This is to determine the number of children aged 3-4 who could be expected to take up a place in the nursery to be provided as part of the Primary School. The applicant's assessment of child yield is as follows:

Table 5.6– Applicant's Assessment of Child Yield

NET ADDITIONAL CHILDREN BY AGE BAND	ES Table 12-23 & Table 12-24
Aged 0-2	
Aged 3-10	194
Aged 11-15	84
Aged 16-18	40

Table 5.7– Cumulative Child Yield Assessment

CUMULATIVE PHASED BUILD UP OF NET ADDITIONAL CHILDREN	Primary School Children Aged 3-10 ES Table 12-23	Secondary School Children Aged 11-15 ES Table 12-24
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Phase 3a	6	9
Phase 3b	-6	11
Phase 3c	37	24
Phase 4	58	45
Phase 5	123	64
Phase 6	194	84

The child yield results of the illustrative masterplan testing in the ES indicate that the development has the potential to generate 92% of one form of primary school children and 56% of one form of secondary school children. The total number of children generated by the illustrative masterplan is approximately 76% of the total gross and net child yield generated from alternative scenario two. There is no testing in the ES to indicate what the maximum alternative scenario would generate in terms of primary school & secondary school children, but it is reasonable to assume that as the total gross and net child yield are greater than the number of primary and secondary school age children will also be greater.

Barnet officers and their advisers have reviewed the primary and secondary school pupils projections from the illustrative masterplan in order to a) test the findings with a discount applied only to those properties that will be rehoused within the scheme i.e. the 243 homes in LBB secure accommodation who will be relocated on-site, and b) against comparable Child Yield characteristics from the LB Wandsworth Household Survey for private homes and CoRE Lettings data for LB Barnet for the affordable homes.

Table 5.8 – LBB Assessment of Primary and Secondary School Pupil Projections

CUMULATIVE PHASED BUILD UP OF NET ADDITIONAL CHILDREN	Primary School Children Aged 3- 10 LBB 2012 SPD	Secondary School Children Aged 11- 15 LBB 2012 SPD	Secondary School Children Aged 16- 18 LBB 2012 SPD	Primary School Children Aged 3- 10 LBW & CoRE data	Secondary School Children Aged 11- 15 LBW & CoRE data	Secondary School Children Aged 16- 18 LBW & CoRE data
Phase 3a	17	11	4	24	14	5
Phase 3b	19	15	6	28	19	6
Phase 3c	58	29	13	76	35	14
Phase 4	110	55	25	124	58	20
Phase 5	165	74	35	161	69	23
Phase 6	224	94	46	211	82	28

The results of the Barnet officers' tests indicate that:

- There are minor differences in the total number of net additional children by age band, i.e. Primary 194–224- 211 and Secondary 84–94-82. (Applicant–SPD–LBW/CoRE).
- However, there are marked differences in the speed with which these children build up within the scheme as it is built out. Both tests run by Barnet officers and their advisers indicate that the children will arrive earlier than the applicant's assessment.
- These results indicate that the applicant's assessment underestimates the level of residual effect at the end of each phase until the school is delivered in phase 5.

The applicant recognises that the unit mix tested in the Environmental Statement for the purposes of child yield is different from that applied for within the Development Specification. The reason given for this difference is that the ES range is deemed too inflexible for the purposes of the outline planning application and subsequent reserved matters. The applicant proposes that the reserved matters applications will need to be screened for socio economic impacts arising out of any deviation from the mix assessed by the ES.

The discrepancy between the unit mix tested in the ES and the unit mix which is applied for is covered in 4 ways within the structure of the permission:

- The Section 106 Heads of Term financial contribution secured towards child yield is determined on the basis of the numbers of children arising from the Child Yield generated using the LB Wandsworth Household Survey for private homes and CoRE Lettings data for LB Barnet for the affordable homes. This amount provides for 17 additional primary school places and 15 less secondary school places to that generated in the ES testing. This figure is therefore already providing an element of flexibility in the amount of primary school places in the event that reserved matters applications exceed the impact tested within the ES.
- Planning conditions include provision for a Statement of Compliance to be submitted with each reserved matters applications. The Statement of Compliance will need to demonstrate how the application is consistent with the planning permission in all respects, including each of the Parameter Plans, the individual sections of the Design Guidelines and the Development Specification [including the Strategic Housing Mix].
- The Strategic Housing Mix set out in the Development Specification is secured by planning condition and non compliance with the mix will need to demonstrate that adverse environmental effects will not occur.
- Planning conditions require that all reserved matters applications within a Phase or Construction Sub-Phase will need to be secured prior to any development taking place within a Phase or Construction Sub-Phase.

The combination of these provisions means that Barnet Council will be able to monitor the extent to which the reserved matters applications are individually, or cumulatively, exceeding the level of impact identified within the ES. The controls requiring submission of all reserved matters applications within a Phase or Construction Sub-Phase provide a ready-made point at which reserved matters can be checked cumulatively against the original submission.

The applicant is investigating options with LBB's 'children, young people and families' department for meeting primary school provision until such time as the new two form of entry primary school (and nursery) is provided in phase 5. The Section 106 Heads of Term includes an early financial contribution (by phase 3c) to facilitate early provision of up to one form of entry primary school places through expansion of an existing local Primary School.

Section 12.10 of the Environmental Statement (pg 464) indicates that in the short-term the developer will accept responsibility for procuring, delivery and managing the mitigation elements (including the children's centre floorspace). In the long term responsibility for the continued management of these elements will be subject to further discussions with the Council. The applicant has clarified in ES Addendum June 2013 (GWHPAS-EN-RPT-0003 Version 2) that the site of a two-form primary school with a capacity of 420 pupils [and Nursery] will be provided as part of the West Hendon Development by Barratt Metropolitan LLP during Phase 5. Management of the school procurement will be the responsibility of the Council.

Retail

London Plan Policy 4.8 *Supporting a successful and diverse retail sector* supports the provision of convenience retailing particularly in district, local and more local centres and requires that additional facilities are provided in under-served areas.

Local Plan Development Management Policy DM12 seeks to protect retail uses in existing local centres and parades unless there will be no significant reduction in shopping facilities as a result and that alternative facilities are similarly accessible.

Saved UDP Policy C1(a) identifies the regeneration of West Hendon to comprise a new local town centre to include a mix of retail, commercial, community and civic uses. Although the proposed development does not propose the redevelopment of the local centre, it does seek to significantly enhance existing provision through new and improved commercial units. The applicant notes that 1,766 sq m (gross additional) 947 sq m (net additional) in proposed retail and office floorspace, together with qualitative improvements to retail and commercial floorspace through the creation of a new civic space, public realm improvements, returning vacant elements of the Broadway within the application site into active use, and to improve access for pedestrian and cyclists between the enhanced local centre, the new homes and the Welsh Harp.

The Applicant has included a retail impact assessment as part of the application. This concludes that the 2,000 new homes will generate £8.8m of retail expenditure which is well in excess of the turnover of the uplift in floorspace. The Retail Impact Assessment concludes "that there will be no adverse impacts as a result of the application proposal, that there are no sequentially preferable sites on which the proposed floorspace could be delivered, and that the application proposals are therefore considered to accord with retail planning policy at all levels and that there are no material considerations which indicate that planning permission should not be granted".

It is considered that the improvements proposed to West Hendon Broadway will significantly contribute to the future needs of residents of the new development and wider surrounding area and will play a major role in the wider regeneration of the area in accordance with London Plan Policy 4.8, Local Plan policies DM12 and Saved UDP Policy C1(a).

Healthcare

London Plan policy 3.2 *Improving health and addressing health inequalities* promotes the reduction of health inequalities, including investment in areas of London that are deprived, run-down and not conducive to good health.

The potential impact on primary healthcare facilities (GP's and Dentist) as a result of the development has been assessed in the ES. The analysis of current health facilities provision indicates that there are 13 GP surgeries within 2km of the Application Site that are currently accepting new patients. Data is only available for 11 of these surgeries. Using the NHS Choices website details of registered patients Barnet officers and their advisers have checked the assumptions on available GP list space which are set out in the Environmental Statement. The applicant's details suggest that the 11 surgeries have a combined spare capacity to accommodate around 15,000 new patients. Using NHS Choices results downloaded on 3 July 2013 officers would suggest that this capacity is in the order of 12,015 new patients to allow for revised registered patient numbers since the ES was generated and disregarding the results for Fryent Way Medical Centre which show an unusually low number of registered patients per GP.

Dental surgeries within 2km of the Application Site were also identified using NHS Choices database. The initial analysis indicated that there are 12 dental surgeries within 2km of the Application Site, of which 9 are currently accepting new fee paying NHS patients.

The analysis in the ES demonstrates that the predicted increase in population arising from the development of 3,634 gross additional population (from 1,546 to 5,180 residents) would represent an increased demand equivalent to two GP lists. The amount of new patients generated by the development may be less than this figure as this does not discount the number of people in LBB secure accommodation who will be relocated on-site. The surplus capacity within the 11 surgeries assessed provide for the equivalent of 6.6 GP lists.

There are currently 11 GP surgeries within 2km of the estate all of which are currently accepting new patients. 7 out of the 12 existing dentist practices in the same area are currently accepting new patients. It is therefore considered that the impact on health facilities in the area would be minimal.

As previously discussed the Infrastructure Delivery Plan will guide funding from the Borough's CIL charge to enhance social infrastructure capacity such as primary and secondary healthcare facilities in the Borough as a result of projected growth.

5.10 Children's Play Space

London Plan policy 3.6 states that new residential developments should include provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. This is further articulated within the Mayor's supplementary planning guidance 'Providing for Children and Young People's Play and Informal Recreation'.

Existing children's play space within the existing estate comprise two equipped play areas within York Park and fenced court spaces by Tyrell Way. It is recognised that these areas are underused and are affected by anti-social behaviour. There is no identified doorstep playable space

The SPG sets a benchmark of 10sqm of usable child play space to be provided per child, with under-5 child play space provided on-site. As such, based upon the Applicant's child yield assumption of 318 children aged 0-18, the development should make provision for 3,180sqm of play space. It is anticipated that the majority of this provision will be provided on site, although provision for older children will require an off-site contribution.

The proposed development proposes a range of play spaces in accordance with the SPG including doorstep, local, neighbourhood and youth playable space.

Each development block includes Doorstep Playable Space (for children between 0-5 years) within its demise. This is located within the communal courtyards. There are also opportunities to develop playable space within communal rooftop gardens. This distribution ensures that Doorstep Playable Space is always within 100m of front doors (as recommended in GLA Guidance). The applicant notes that areas will exceed the minimum areas identified in the GLA. Each Doorstep Playable space will be designed as an integral part of the landscape design to suit each particular location and circumstances.

Local play space (0-11 years) will be provided throughout York Park and the applicant notes that the landscape design throughout will include play features. "The Green", is also designed to incorporate play features for Children that meet local play criteria.

York Park includes two proposed locations for Neighbourhood Play (all ages) featuring dedicated play equipment. The Southern Play Area is sited where the park intersects with The Green between Blocks E and K, and the Northern Play Area is sited at the near the proposed school site. The applicant notes that these two locations have been chosen to ensure that all children within the proposed development are within the 400m recommended maximum walking distance for a Local Equipped Area for Play (LEAP) or 1000m for a Neighbourhood Equipped Area for Play (NEAP).

The applicant acknowledges that there is a shortfall in the provision for older children (12+) of the development which does require mitigation. This will be met by the delivery of the new Silk Stream Bridge and Cool Oak Lane Bridge which will provide access to West Hendon Playing Fields, Silver Jubilee Park and Woodfield Park Sports Ground and their associated facilities ensuring that the whole development site is within the target walking distance of 800m of youth provision. Further to this the off site Open Space Contribution provides for a new youth facility which will be located away from the New York Park area.

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

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

5. 11 Transport and Highways

Transportation and Highways

Introduction

This section of the report examines the transport issues related to the application. It summarises the information provided by the Applicant in the Transport Assessment (TA) in terms of the likely impacts on the transport system, as well as the mitigation measures and controls that are recommended as a means of ensuring that the proposed development can be safely accommodated on the transport system without unacceptable impacts.

Transport Assessment

The TA has been taken through a pre-application process following the developer's submission of Highways Works Considerations (Revision B), December 2011 and Stage 2 – Further Highways Considerations (Version D), July 2012 produced following a review of the previous masterplan. A number of technical notes were issued and agreed prior to submission through meetings with council highway officers and TfL.

The TA was included as part of the submission in March 2013 but had a number of areas where further clarity was required and an Addendum was submitted in June 2013. Further information followed during June and early July and it is now considered to correctly identify the scheme impacts and proposes appropriate measures to mitigate the impact of generated traffic onto the surrounding transport network.

In summary the development will provide an improved highway network by removing the existing gyratory system to avoid the need for circulatory traffic and reduction of traffic on residential roads. Increased movement generated by the development is expected to result in increased walk and cycle journeys, patronage for local rail, tube and buses, and traffic movements. This has been satisfactorily assessed and an appropriate package of mitigation measures proposed.

Previous Outline Permission and Phases

An outline application for the West Hendon site, by Barratt Metropolitan was submitted in 2004 and most recently permitted through a Section 73 application in 2008. The permitted outline application was for the construction of 2,171 residential dwellings to replace those already on the site and provide 10,000m² of commercial development and 1000m² of community space. A network of access roads, including a through road link between Cool Oak Lane and Garrick Road was provided.

Alongside the development there were proposed major modifications to the highway network which involved comprehensive widening of the A5. There was no specific trigger point associated with these major works and under the permission each phase of detailed development brought forward in accordance with the outline had to be assessed to consider the need for delivery of the scheme within that phase. A summary of the highway changes proposed as part of the previous outline application is provided below:

- The removal of the Perryfield Way gyratory system
- Cool Oak Lane / A5: removal of northbound bus lane; additional southbound lane for traffic, better pedestrian crossing facilities;

amended signal phasing and layout improvements to improve capacity;

- A5 (Cool Oak Lane to Station Road): an additional lane of traffic both northbound and southbound; reduction of footway width to allow highway widening and a new pelican crossing;
- Station Road / A5: widening at the junction to allow two-way traffic flow on Station Road, new pedestrian crossing on Station Road and right turn lanes both into and from Station Road;
- A5 (Station Road to Garrick Road): widen carriageway to allow additional lane northbound and southbound, signal controlled crossing and footway improvements;
- Garrick Road / A5: signalised junction and pedestrian crossings.
- One-way northbound operation of Wilberforce Road from Station Road to Herbert Road, removing the opportunity for 'rat running' from A5 south to Station Road via local residential streets;
- Reversal of traffic flow on Herbert Road.

The first two phases under this outline permission have been constructed known as the Pilot Phase and Phase 2a Lakeside, although none of the transport improvements have been delivered to date. This has bought forward 186 residential units consisting of 181 flats and 5 terraced houses. The pilot phase comprises of 8 terraced houses 6 of which are accessed off Tyrell Way with 6 dedicated parking spaces and 2 accessed from Cool Oak Lane with 2 dedicated parking spaces.

Lakeside is accessed off Cool Oak Lane on the site of the previous Rosemead area of the West Hendon Estate and provides 186 dedicated parking spaces. There is no vehicular connection between Lakeside and the rest of the West Hendon Estate but a pedestrian and cycle link is provided adjacent to the Welsh Harp. Some of the parking areas will be removed and re-provided as part of the proposed revised masterplan when the site is provided with a road connection to the rest of the development area. A description of the key transport elements of the new scheme are set out later in this transport section of the report.

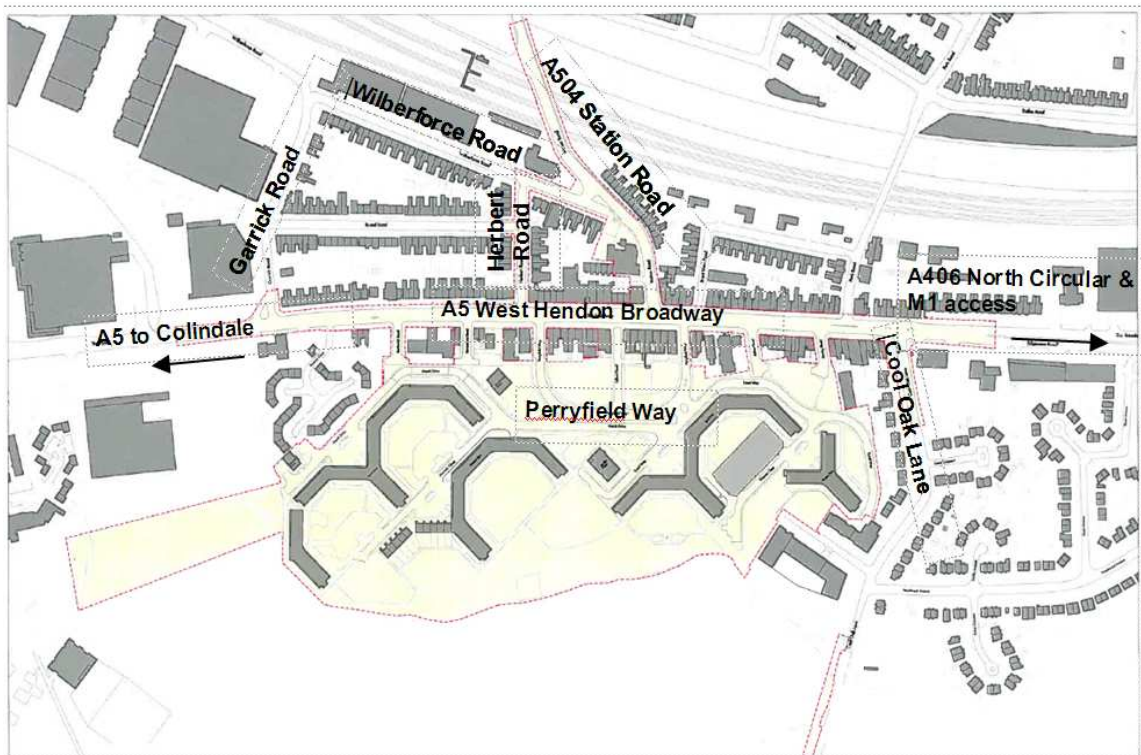
Existing Transport Conditions

The existing transport conditions are set out in detail in Chapter 4 of the TA. The site mainly comprises existing housing that forms a relatively isolated area and is bordered to the north by the small residential cul-de-sac of Ramsey Close; the southern border of the site is Cool Oak Lane with the Welsh Harp creating a western edge of the site. The east of the site is bounded by the A5 West Hendon Broadway (WHB).

WHB is the main high street area of West Hendon and is a busy road on the London Strategic Road Network (SRN) connecting north/south through West Hendon. The border to the south of the site is Cool Oak Lane with the Welsh Harp creating a western edge of the site.

Access to the development site is from Perryfield Way that forms a gyratory for northbound traffic from Station Road (A504) to WHB and WHB (south) to Station Road via Herbert Road. The A5 which is a busy strategic arterial and distributor road that connects through to the Transport for London Road Network (TLRN), including the A406 North Circular Road, and the M1 Motorway. Cool Oak Lane connects to residential areas to the west. The gyratory

system causes a number of local traffic issues for local residents on Herbert Road, Garrick Road and Wilberforce Road and Perryfield Way itself is a barrier to pedestrians on the existing West Hendon Estate.



The site currently provides 646 units formed of a series of 1960's residential estate blocks mainly from 2 to 6 storeys. A block in the centre of the site 'Franklin House' is 16 storeys. A community centre is located on Marsh Drive. The two main accesses are Tyrell Way, and Marsh Drive off Perryfield Way. Adjoining streets are Warner Close off Tyrell Way and Marriots Close off Marsh Drive. All streets are cul-de-sacs with no through roads.

WHB fronting the site has a series of secondary commercial units with residential flats above and short cul-de-sac side streets of Ravenstone, Borthwick, Milton and Stanley Roads for rear access and servicing and some subsidiary uses. On Perryfield Way there are two car parks that back on to the rear of WHB accessed from a short cul-de-sac, Telford Road. This currently provides a pay by phone public car park and a business permit holder car park.

Existing Parking

Parking for residents is provided in groups of small car parks adjacent to blocks off the access roads. A multi storey car park was originally provided at Warner Close but the lower level was closed due to anti-social behaviour. The car park was recently demolished as part of a separate planning application and car parking is now provided on a much improved facility on one level for residents, business permit holders and the public.

The estate forms part of a Controlled Parking Zone (CPZ) WH2 on the west side of WHB that extends from Ramsey Close to the north, all streets within the estate and residential flats on the Broadway, Cool Oak Lane and roads to the south Esmar Crescent, Woolmead Avenue, Seelig Avenue, Dehar Crescent and Stuart Avenue. The CPZ parking restrictions are Monday-Friday 10-11am to prevent commuter parking. Residents who purchase parking permits are able to park anywhere within the zone during restricted hours. CPZ WH1 is east

of WHB with restrictions Monday to Saturday 9.30am-4.30pm. CPZ WH3 is further east of WHB with restrictions Monday-Friday 10-11am. A map is shown below.



Apart from the CPZ there are also WHH (West Hendon Housing) parking permit holder bays which are subject to the same restrictions.

Type of Parking	Parking spaces	Restrictions	No. of Permit Holders
Warner Close Car Park shared bays WHH (Resident), WHZ (Business) and Pay by Phone	71	Pay by Phone 9am-5pm Mon-Sat	
WHH (Resident)	194	10-11am Mon-Fri	137
WH2 (Resident)	162	10-11am Mon-Fri	44
TOTAL (Residents)	427		
WHZ (Business) on-street	14	10-11am Mon-Fri	

Short Stay Pay by Phone	37 + side roads	9am-5.30pm Max Stay 90 mins	
Long Stay Pay by Phone (Perryfield Way Car Park)	65	Pay by Phone 9am-5pm Mon-Sat	
WHZ (Business) (Perryfield Way Car Park)	20	Pay by Phone 9am-5pm Mon-Sat	10

Parking beat surveys were carried out on the estate and surrounding streets within walking distance of the site. This showed that at times of peak parking demand there is still 30% further capacity on streets within the development.

There is no spare capacity on the surrounding streets within WH2 and only 4% spare capacity in WH1. The short stay bays on Marsh Drive are underutilised with the maximum occupancy of 22%, 8 spaces, the short stay bays in WH1 zone are also underutilised. The WHZ business on-street bays are fully utilised with the maximum occupancy of 93% or 13 of the 14 spaces. The peak parking demand is generally weekday evenings and early mornings and between 12 noon and 2pm on a Friday due to parking for the local mosque.

The parking controls currently appear to suitably manage all day commuting but there are some issues relating to other on-street parking and servicing of local businesses that can impact on the A5 Bus lanes and creates some nuisance on Perryfield Way and other streets.

Pedestrians and Cyclists

Existing Pedestrian Links

There are good pedestrian connections into the site from surrounding streets from the east. Hendon railway station is within 300m of the site and provides an easily accessible means of access to this strategic public transport link. There are footways on both sides of the A5 of suitable width for a town centre location and pedestrian crossings are located at Station Road although crossing facilities along the length of the site are limited.

There are problems crossing the side streets in particular Perryfield Way and Cool Oak Lane where no pedestrian aspect signals are provided. Leisure opportunities are good by foot and The Capital Ring walking route, which goes around London, covers the eastern part of Cool Oak Lane and the whole of Park Road with a branch of the route leading up parts of WHB and Station Road to Hendon railway station. The Welsh Harp has also been identified within the Blue Ribbon network of water resources with London and is within easy walking distance.

There are poor connections to the south with access limited to footway connections adjacent to the Welsh Harp and Tyrrel Way to Cool Oak Lane. Footways are on both sides of Cool Oak Lane going east but is constrained by a narrow bridge crossing the Welsh Harp going west that is a deterrent to movement. To the north there is no access to leisure opportunities to playing fields across the Welsh Harp where pedestrians are required to walk a distance of some 950 metres along the A5.

On the site there are footway connections to all blocks but as stated earlier Perryfield Way is a barrier to movement, pedestrian islands are located either side but if walking from WHB along Telford Road it is difficult to cross the two lane carriageway. Currently traffic flows on the side streets are low giving the opportunity for pedestrians to cross. There is no visual connection on the site to WHB or the Welsh Harp which gives the estate a sense of isolation.

PERS Audit

A Pedestrian Environment Review System (PERS) audit has been undertaken for this development and comprised walking routes to public transport and local facilities. The review showed a positive result overall with 85% of routes/locations being adequately maintained and of suitable quality for the level of pedestrian demand in the area. The items that did not receive a positive result related to issues with crossing points on the A5 and side roads, bus stop improvements and access to Hendon Station.

A pedestrian survey was carried on all routes to identify current desire lines. The highest hourly pedestrian flows are focused around the Station Road Junction, which is planned to be improved. It was clear from the survey that there is considerable demand for crossing the A5 at sections where there are currently no controlled crossings but where new facilities are proposed. The PERS Audit and pedestrian survey information have been used to help understand the potential movements across WHB, barriers and required improvements to help design a scheme in which improvements for pedestrians are appropriately located.

Existing Cycle Links

Provision for cyclists in West Hendon is currently limited. There are no advance cycle stop lines at any of the signalised junctions within the study area and no dedicated cycle lanes. Although along the A5 pedal cyclists can use the bus lanes running along both the northbound and southbound carriageways. There are no formal bicycle stands for the shops along WHB and none within the residential areas, though it appears that cycles are commonly stored within flats.

The traffic surveys indicate very low cycle flows, for example the A5 corridor counts indicate only 2% cyclists. Cool Oak Lane and a section of the A5 have been recommended by TfL as an on road cycle route. Cool Oak Lane has a pinch point across the Welsh Harp where cyclists are at a disadvantage having to queue with other vehicles at signals to cross the bridge.

Quiet routes are identified through the West Hendon Estate onto the A5 at Borthwick Road but with no onward connection, and also Park Road and part of Station Road, but with better connections; through to Hendon and Brent Cross shopping centre (and to the future Brent Cross Cricklewood development) respectively.

Road Safety

Accident data was collected from TfL for the last five years and shows that a total of 108 personal injuries occurred that equates to an average of 22 accidents per annum. 98 of the accidents were slight and 10 were serious. There were no fatalities although there was a higher percentage of pedestrian (29%) and motorcycle (17%) accidents and lower level of cycle, bus and vehicle accidents compared to the Barnet average.

Of the pedestrian accidents 16 occurred along WHB where signalled crossings have not been used or were not available where the accident took place. Five of these accidents

(including one serious) were observed close to the Perryfield Way / Park Road / WHB junction.

For vehicle-only accidents, 20 of there were due to rear-end shunts, 19 due to vehicles failing to give way and 11 due to loss of control. There were a number of rear-end shunts located within the vicinity of the WHB / Garrick Road junction, as well as close to the A5 junctions with Perryfield Way. This would suggest that there could be a safety issue in these areas. In terms of serious accidents, half were due to driver error. The other five accidents involved pedestrians, the majority crossing the road into the path of a vehicle.

Two hotspots were identified at Cool Oak Lane and Milton Road. At Cool Oak Lane there were 15 slight accidents and 1 serious accident with the majority due to driver error. At Milton Road/Park Road there were 12 slight accidents and 1 serious accident with the majority due to driver error but also 1 slight and 1 serious accident occurred due to poor pedestrian judgement.

The highway proposals will include measures to reduce the accident risks as highlighted by providing clearly marked lanes for turning traffic, improved and additional signalised junctions, new and better pedestrian crossings, improved alignment, removal of the gyratory and footway improvements.

Pedestrian and Cycle Contributions

The TA Addendum included mode split tables and a summary of the development pedestrian and cycle trips is shown below:

Mode	AM Peak (8-9am)		PM Peak (5-6pm)	
	Arrive	Depart	Arrive	Depart
Walk	430	240	114	121
Cycle	23	36	29	10

TfL are seeking a contribution of £37,675 for bespoke wayfinding signage improvement for pedestrians, in the style of 'Legible London' to include a combination of plinths with detail information supplemented by finger post style signs. This is in addition to the main pedestrian routes and locations identified in the PERS Audit receiving a negative outcome, which are being included in the major highway works pedestrian improvements, including renewed pavements and signalised crossing points.

The development provides improvements to the site connectivity through the provision of a wide pedestrian route between the West Hendon Broadway and the Welsh Harp will integrate the development with the community and enhance public open space. This will be prioritised for pedestrians and link to York Park footpath that runs along the Welsh Harp waters edge between Cool Oak Lane and the proposed Silk Stream bridge. Parallel streets will be provided to serve the development with interconnecting footpaths to service all blocks. Footways will be approximately 2 metres wide in line with current LBB standards.

Carriageway widths of roads within the development are shown to be a minimum of 4.8 metres, the road adoption details have not been fully addressed in the current submission, although the applicant has stated that road adoption layout and details will be finalised as part of future Reserved Matters applications for each phase of the site. Therefore, although the proposed internal road layout is not designed with the definite intention of road adoption by the Highways Authority the internal layout has been designed in accordance with generally acceptable Manual for Streets guidelines with greater emphasis placed to reduce

vehicular speeds to 20mph or less without the need for reliance on vertical or horizontal traffic calming measures. It should be noted that the current layout does offer adequate available widths between building frontages to amend the layout to adoptable standards in most instances should the applicant wish to offer the roads for adoption by the Highways Authority.

To provide for improved cycling within the development and to the link the surrounding area a contribution of £96,000 will provide a route from Cool Oak Lane through the site and connection over the proposed Silk Stream bridge, improved cycle crossing facilities over the A5 and route to Rushgrove Park connecting to routes at Colindale.

Public Transport

Existing Bus Routes

Bus services are well provided for in the vicinity of the site, there are a total of six bus stops that are served by a four principal bus routes which allow for easy connection to a wide number of key areas of retail and employment as well as connecting to London Underground services. All bus stops except at the junction of Park Road have shelters and bus stop routing maps are located at all stops. Two bus stops have Real Time Information (RTI) although some accessibility improvements are required through the provision of raised kerbing. There is a bus stand for two vehicles on Perryfield Way that is occasionally used.

The four principal bus services operating in the area are summarised below:

Route No.	Destination	Key Connections	Max. Hourly Frequency		Operator
			Weekday	Saturday	
32	Edgware	Colindale, Edgware Community Hospital, Edgware	10	9	Metroline
	Kilburn Park	Cricklewood, Kilburn	10	9	
83	Ealing Hospital	Wembley; Alperton; Hanger Lane; Ealing Broadway	10	10	First
	Golders Green	Hendon Central; Golders Green	9	9	
142	Brent Cross	Brent Cross Shopping Centre	8	7	Arriva
	Watford Jct.	Edgware Station, Stanmore, Bushy Heath	6	7	
183	Golders Green	Hendon Town Hall, Middlesex University, Finchley Road	9	9	Transdev

	Pinner	Kingsbury, Kenton, Harrow Bus Station, North Harrow	9	9	
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Bus Route Capacity and Contribution

The TA Addendum included forecasts of passenger transport demand and a summary of bus trips is shown below:

Route Number	Route Direction	Number of passengers per bus (AM Peak)	Number of passengers per bus (PM Peak)
32	North Bound	4	2
32	South Bound	3	4
83	West Bound	6	11
83	East Bound	11	5
142	North Bound	3	2
142	South Bound	2	4
183	West Bound	6	5
183	East Bound	5	5

There are two routes in the vicinity of the development, 83 and 183 whose capacity TfL believes would be affected by this development. Routes 183 and 83 have a planning capacity of 70 passengers per bus. Recent data shows that route 183 is at capacity at WHB, with an average of 70 passengers per bus during the AM Peak hour towards Golders Green. In addition, route 83 has little spare capacity at the same time in the same direction with an average of 60 passengers per bus. Moreover, route 142 is busy during weekday mornings and afternoons although it should cope with the development.

Overall, a request to fund one additional return weekday bus journey is considered reasonable as it is likely that routes 83 and 183 will be attractive for residents of the new development as they provide links to the nearest LU station at Hendon Central. This additional journey in the peak would require a contribution of £90,000 per year over 5 years, a total of £450,000.

The modelling of the proposed highway improvements including removal of the A5 bus lanes, indicates that there may still be some additional scheme – related delays to buses. To enable TfL to accept the removal of the bus lanes and to allow for mitigation of any residual delays funding to the equivalent of an additional bus service / journey in the peak may be required. The contribution would therefore be a further £90,000 per year over 5 years at a total of £450,000. This will be subject to monitoring and more detailed modelling at Reserved Matters stage.

Existing Rail

The nearest railway station, Hendon, is on Station Road, a few minutes walk from the site. This is on the Thameslink route that runs north - south through London from Bedford to Brighton, serving both London Gatwick Airport and London Luton Airport and incorporates a suburban loop to Sutton and Wimbledon. The route through central London is via St Pancras International for connections to Eurostar and East Midlands and all London Underground services.

Travel time from Hendon to St Pancras is 17 minutes, and there are generally 4 trains per hour off peak. For services to Brighton and London Gatwick passengers need to change at St Pancras or Farringdon, and for Bedford passengers need to change at St Albans.

The Thameslink upgrade is a major £5.5 billion scheme to extend the service to a further 100 stations and greatly increase capacity with longer trains is due to be completed in 2018. Currently timetable plans and stops are not published but the new longer trains are expected to use the station and there is the potential that more direct through services could also call. The station is easily accessible by foot, has some cycle parking and a pay and display car park. A summary of the services is shown below.

National Rail	Routes Served (including interchange)	Frequency / hr (One-Way)	
		Weekday Peak	Saturday Peak
First Capital Connect	Sevenoaks – London Bridge – St Pancras – Hendon – St Albans – Luton.	2	2
Southeastern	St Albans – Hendon – St Pancras – Farringdon – Mitcham – Carshalton – Sutton	1	1
Southeastern	St Albans – Hendon – St Pancras – Blackfriars – Tooting – Wimbledon – Morden – Sutton Common – Sutton	1	1
TOTAL RAIL SERVICES		4	4

The nearest Underground station is Hendon Central, which is on the Edgware branch of the Northern line. It is directly accessible via the 83 bus service and has step-free access. The tube journey to/from Euston takes 21 minutes and has an average frequency of 4 minutes in each direction during daytime.

Rail Capacity

The TA Addendum included forecasting of passenger transport demand and a summary of rail trips is shown below. It has been assumed that 25% of rail passengers will use the Underground at Hendon Central with 75% using Hendon Station:

Mode	AM Peak (8-9am)		PM Peak (5-6pm)	
	Arrive	Depart	Arrive	Depart
Train	10	25	26	19
Underground	3	8	9	6

Capacity data for rail was obtained from TfL and showed that there are no capacity issues with the additional development trips.

Existing Public Transport Accessibility Levels (PTALs)

Public Transport Accessibility Levels (PTALS) is an accessibility index of rail, underground and bus services within given travel times from a particular location. PTAL scores range from

1 (poor) to 6 (excellent) and take into account walking distance, service reliability, number of services and average waiting time. The site has a moderate PTAL score of 3 which is an average figure in a London wide context, but above average for an outer London location and for Barnet.

Development Proposals and Phasing – Transport Impacts

The new proposals for the redevelopment and regeneration of the application site, which are embodied in this hybrid application, comprise a detailed planning application for 358 units, of which 74 units are affordable, and an outline planning application for the remainder of the site.

The outline planning application seeks permission for a residential-led mixed-use scheme including up to 2000 residential units (as a total including the residential units in the detailed planning application), a two form of entry primary school with nursery, a community centre and commercial floorspace along with associated parking provision, highways works, public realm proposals and pedestrian bridges across the Silk Stream and Cool Oak Lane. A network of access roads are again proposed within the site, including a connection between Cool Oak Lane and the A5 via the estate. The residential units are mixed tenure and 25% of the housing provided will be affordable. A summary of the phasing is shown below.

Phase	Number of Units	Cumulative Units
3a	217	217
3b	86	303
3c	358	661
4	532	1193
5	292	1485
6	515	2000

The transport infrastructure improvements are similar to those proposed for the previously approved outline scheme, although the widening of the A5 and traffic signals at Garrick Road are no longer included, due to the omission of Ramsey Close area from the latest scheme. The improvements therefore include the elimination of the Perryfield Way gyratory system that removes the barrier and segregation of the estate from WHB with associated improvements and enhancements on the A5 WHB and Station Road. This will enable the whole site to be comprehensively regenerated from the Welsh Harp to WHB.

The proposals will come forward during the phased development with the main works on the public highway being carried out in Phase 4 and they will be subject to a Section 278 Highways Agreement between the developer and the LPA. Overall, the scheme includes removal of the existing Perryfield Way gyratory and widening of the A5 will be achieved through junction improvements and removal of the existing bus lanes to facilitate two lanes of traffic in both directions. Traffic will also be removed from Herbert Road and other residential streets. A summary of the specific highway proposals is set out below:

- A new access will be constructed at Ravenstone Road connecting with WHB comprising 2 lanes outbound and 1 inbound. The junction will be signalised with a

pedestrian crossing over the estate access road. The A5 will be signalised on the approach with 2 lanes in either direction creating a 3 arm signalised junction. The A5 carriageway will be widened on the northwest side.

- Improvements to Cool Oak Lane signalised junction with the A5 including improved geometry for vehicles turning left into Cool Oak Lane from the A5, a two lane approach for A5 northbound and Cool Oak Lane, widening of the A5 southbound approach to accommodate two ahead and one right turn lanes and staggered pedestrian crossings with a central island on the northbound A5 approach.
- Removal of Perryfield Way gyratory and widening of Station Road to allow two-way flow with two right turn and one left turn lanes westbound and one merging lane eastbound. A staggered pedestrian crossing of Station road is also proposed. Carriageway widening to the northbound A5 approach to create two lanes ahead and one right turn lane are also proposed and on the A5 southbound approach one ahead left turn lane and one ahead lane together with a staggered pedestrian crossing with a central island.
- Controlled pedestrian crossing north of Borthwick Road on the A5.
- Controlled pedestrian crossing south of Stanley Road with a central island and carriageway widening to accommodate two lanes northbound from the Cool Oak Lane junction.
- Removal of northbound and southbound bus lanes between Cool Oak Lane and Perryfield Way and Garrick Road and Park Road respectively.
- A left-in, left-out (enforced by means of a central kerbed median strip) priority junction will be created with WHB at Milton Road providing limited access to and from the estate.
- Reversal of one-way traffic flow on Herbert Road.
- Two-way traffic flow on Wilberforce Road between Station Road and Herbert Road. Further detailed modelling (VISSIM) has been undertaken on residential roads, including Garrick Road, and indicates this may need to be reviewed at Reserved Matters stage to address any potential 'rat-running' issues.
- Closure of Stanley Road and Borthwick Road to vehicles.
- Right turn lane into Garrick Road from A5.
- Relayed footways between Ramsey Close and Cool Oak Lane on the A5 and to the junction with Hendon Station along Station Road.
- Fully linked signalised junctions.
- Bus stand on Perryfield Way to be re-provided (options have been assessed and the final location will be secured via a Planning Condition).

Some elements of the highway improvements are likely to be implemented as part of phase 3, such as interim improvements to Cool Oak Lane, subject to assessment at Reserved Matters stage.

The highways scheme layout plan has been subject to a number of detailed checks, in addition to which the applicant has recently submitted a Road Safety Audit (RSA), together with a Designer's Response to the safety issues raised. Officers have reviewed the documents and are satisfied that all matters raised should be capable of being addressed at the detailed design stage, as part of the Highway approvals, when more detailed RSAs will also be undertaken.

Trip Generation and Base Model Development

The development trip assessment was discussed with LBB and TfL at the pre- application stage and agreed before submission. Predicted trip rates per unit have been derived from

selected developments across London with similar characteristics such as number of units, unit type, car parking ratio and public transport accessibility. Peak hours were agreed for assessment following traffic surveys carried out on local roads as follows: AM Peak 8-9, PM Peak 5-6 Weekday and Saturday Peak 12noon-1pm. A summary of base traffic flows is shown below.

Road (Direction)	2011 Base Flow	
	AM Peak	PM Peak
WHB (N) (Cool Oak Lane to Perryfield Way(S))	814	859
WHB (N) (Perryfield Way (S) to Perryfield Way (N))	672	674
WHB (N) (Perryfield Way (N) to Garrick Road)	1017	1025
WHB (S) (Garrick Road to Herbert Road)	662	658
WHB (S) (Herbert Road to Station Road)	622	606
WHB (S) (Station Road to Cool Oak Lane)	1030	1016
Perryfield Way/Site Access	525	569
Cool Oak Lane (E)	287	279
Cool Oak Lane (W)	566	604
Wilberforce Road (S)	551	418
Herbert Road	270	270
Station Road (W)	774	670

The trip rates were applied to the number of units for residential use, floor areas for commercial and community use and number of staff and pupils for the school, to give the total trip generation for the development in each peak, as summarised below.

Land Use	Period	Arrivals	Departures
Residential	AM Peak	106	402
	PM Peak	288	156
	Saturday Peak	180	180
Commercial	AM Peak	37	34
	PM Peak	46	51
School	AM Peak	8	0
	PM Peak	0	9
Combined	AM Peak	151	436

Total	PM Peak	334	216
	Saturday Peak*	180	180

* Note that Commercial Saturday Peak flows were not modelled, which is considered acceptable

The child yield of the development confirms that all school pupil trips will be within the development. The school will be built in Phase 5 and therefore in the earlier phases children will attend the Hyde School on Hyde Crescent approximately 1km from the development.

A sensitivity test for the whole development of plus 10% has been built into the traffic modelling to allow for any fluctuations in development flows.

Traffic flows were surveyed in 2011 and 2012 to develop a base model in order to assess the development's impact. Traffic flows from current uses on the site that are being demolished were removed from the model in accordance with the phasing strategy. Trips have been distributed using existing turning movements and compared to current origin and destination data from ward Census information.

Scenarios and Transport Impact

Traffic from committed developments has been included in the modelling as background traffic growth and were agreed with LBB and TfL at pre-application stage, as follows:

- Grahame Park - Phase 1 (part of the Colindale Area Action Plan);
- Zenith House;
- Oriental City (within London Borough of Brent);
- West Hendon Lakeside and Pilot phases;
- Brent Cross Cricklewood.

The vehicle trips associated with each committed development has been taken from the Transport Assessments completed for each site.

Five scenarios have been assessed in the traffic model as follows:-

Scenario	Road Layout	Traffic Flows	Signals Optimised?
Base	Existing	2011	No
Future Base	Existing	2011 + committed development	No
Future Base with Optimisation	Existing	2011 + committed development	Yes

Interim	Existing with Cool Oak Lane improvement	2011 + committed development + 655 units	Yes
Future Year	Proposed	2011 + committed development + full development	Yes
Sensitivity Test	Proposed	2011 + committed development + 110% full development	Yes

The transport impact was modelled using industry standard network signaling software TRANSYT. The results highlighted issues with the software in modeling traffic correctly in congested networks. Following consultation with TfL and LBB it was agreed to carry out an assessment using a more detailed industry standard modeling package called VISSIM, which models the individual behavior of vehicles.

The Base Scenario showed that the network is close to capacity at present, in particular Station Road in the AM Peak and the A5 Northbound and Southbound and Station Road in the PM Peak. The Saturday Peak is under capacity except Station Road.

The Future Base (Base + Committed Development) showed high increases in queuing traffic at Herbert Road heading north on the A5, Cool Oak Lane and the A5 heading north at the junction of Cool Oak Lane in the AM Peak. Journey times are greatly increased and the network is congested and will be over saturated. The Future Base PM Peak showed high increases in queuing for the A5 southbound at Herbert Road, along Station Road and the A5 Northbound. The Saturday Peak showed high increases in queuing for the A5 Southbound,

The modeling predicts that queuing can be partly compensated for by optimising the signals which gives more green time where required at certain locations, but at some junctions queues are increased on side roads. With the development traffic from a 655 net increase in units (Interim scenario) there is generally no increases in overall queuing except on the A5 going northbound at Cool Oak Lane in the AM Peak. In the PM peak journey times are still above acceptable limits for the northbound A5 and Station Road to the A5.

With the full development traffic and highway works implemented traffic flow is greatly improved. In the AM Peak the A5 in a southbound direction shows similar queuing as experienced in the Future Base with optimisation. For the A5 Northbound similar queuing is shown compared to the Base Scenario and reduced queuing compared to the Future Base with optimisation. Station Road also shows reduced queuing in all time periods. Cool Oak Lane shows a slight increase in queuing compared to the Base Scenario but reduction compared to the Future Base Scenarios. Overall, in the AM Peak the total queuing is less than the Base Scenario.

The journey time analysis for the Full Development AM Peak shows a reduction for cars compared to the Future Base. There is a slight increase in two-way bus journey times along the A5 and significant reduction on Station Road compared to the Future Base.

In the PM Peak the A5 southbound shows reduced queuing in all scenarios. The A5 northbound shows a slight increase in queuing compared to the Base Scenario, but reduced queuing compared to the Future Base. Perryfield Way, Station Road and Cool Oak Lane

have reduced queues in all scenarios. Overall in the PM Peak the total queuing is less than the Base Scenario.

The journey time surveys in the PM Peak show a reduction for cars compared to the Future Base. There is a decrease in two-way bus journey times along the A5 and Station Road.

In the Saturday Peak the A5 southbound and northbound shows an increase in queuing compared to the Base and Future Base scenarios. Perryfield Way, Station Road and Cool Oak Lane have reduced queues in all scenarios. Overall in the Saturday Peak the total queuing is less than the Base Scenario.

The journey time surveys in the Saturday Peak show a reduction for cars compared to the Future Base. There is a slight increase in two-way bus journey times along the A5 and a slight reduction on Station Road.

In summary background traffic growth and development traffic impacts result in a network that is over capacity in the Future Base, with traffic signal optimisation and the Interim Scenarios. Remedial measures may therefore be required to mitigate any transport impacts and will be agreed following the outcome of a phase by phase transport assessment as part of a S106 agreement. A contribution cap of £600,000 has been agreed for any identified measures, which is considered acceptable.

The Full Development proposals will have a positive effect on the network, the modelled results show some imbalances in queuing but overall queuing will be reduced on the network. There are benefits to journey times for cars and although removal of the bus lane with the scheme proposals shows fluctuations in bus journey times overall there is no dis-benefit to buses. With intelligent signals that monitor queuing traffic the signal timings will be balanced to give the optimum throughput of traffic and minimum overall delays. A table summarising the development traffic flows with sensitivity test is shown below.

Road (Direction)	Future Base		Full Development + 10%	
	AM Peak	PM Peak	AM Peak	PM Peak
WHB (N) (Cool Oak Lane to Perryfield Way(S))	976	1074	1104 (+13%)	1186 (+10%)
WHB (N) (Perryfield Way (S) to Perryfield Way (N))	826	885	1104 (+34%)	1157 (+31%)
WHB (N) (Perryfield Way (N) to Garrick Road)	1170	1236	1425 (+22%)	1405 (+14%)
WHB (S) (Garrick Road to Herbert Road)	809	824	1393 (+72%)	1246 (+51%)
WHB (S) (Herbert Road to Station Road)	769	743	1644 (+114%)	1217 (+64%)
WHB (S) (Station Road to Cool Oak Lane)	1180	1170	1297 (+10%)	1079 (+9%)
Perryfield Way	534	591		

Site Access			407	215
Cool Oak Lane (E)	297	293	334 (+12%)	303 (+3%)
Cool Oak Lane (W)	598	627	629 (+5%)	650 (+4%)
Wilberforce Road (S)	676	418	179 (-74%)	96 (-77%)
Herbert Road	279	303	10 (-96%)	10 (-97%)
Station Road (E)	0	0	850 (-)	610 (-)
Station Road (W)	777	687	798 (+2.7%)	758 (+10%)

The Transport Assessment Addendum included an assessment on the wider highway network. Two junctions were modelled, the A5 Edgware Road/A406 North Circular Road junction and the A41 Watford Way/A504 junction. The results showed that the development has a minimal impact on the junctions with around a 3% increase at the A5 Edgware Road/A406 North Circular Road junction and 3% increase at the A41 Watford Way/A504 junction in the AM Peak.

LBB Highways asked the applicant to assess the potential rat-running through the Masterplan site and side roads north-east of the A5 West Hendon Broadway. Two scenarios were modelled and a summary was set out in a technical note provided in June 2013 with and without rat-running prevention measures. The scenario without prevention measures showed small amounts of rat running through the development between Cool Oak Lane and the main site access of 48 in the northbound direction and 65 in the southbound direction during the AM Peak and 52 and 97 respectively in the PM Peak. A number of vehicles were also rat-running on Garrick Road and Wilberforce Road during the AM Peak, 246 vehicles were predicted to travel through Wilberforce Road to Station Road.

Prevention measures were put in place on the development site that included one-way working roads, priority movements and road closure. For Wilberforce Road rat-running was prevented by one-way working from Station Road to Herbert Road and showed that rat running was eliminated. The above measures, both for local streets and within the development, will be assessed in detail as part of a phased Transport Assessment that is conditioned.

Car and Cycle Parking Provision

Residential Land Use

Residential Parking across the site is proposed to be provided at a ratio of 0.8 spaces per unit in a mixture of basement, undercroft, surface and on-street locations. On-street parking is provided along the main vehicular routes on East Road, West Road, North Road and South Road with bays located parallel or perpendicular to the pedestrian circulation routes. Some street level parking in Phase 3 is temporary and will be built over in Phase 5, but parking will be re-provided in undercroft and basements within building blocks.

For the detailed application in block E parking is provided in undercroft and basement levels and accessed via a ramp with secure access. In blocks G1 and G2 undercroft parking is provided with a ramped access off Perryfield Way. In undercroft areas ceiling heights are

generally 2.2 metres but this also incorporates an additional 500mm for services. The service ducting will be subject to detailed design so that the recommended height of 2.6 metres is achieved above wheelchair accessible spaces.

Under the London Plan and Barnet's Local Plan, the maximum residential car parking requirements are as shown below.

Number of Bedrooms	Maximum Parking Provision
1	1 to less than 1 per unit
2 (LBB)	1 – 1.5 per unit
2 (GLA)	1 to less than 1 per unit
3	1 – 1.5 per unit
4+	1.5 – 2 per unit

The approach to assessing residential car parking demand across the development is based on a national research project undertaken by the Department for Communities and Local Government (DCLG). The results of the research were published in May 2007 in a document titled 'Residential Car Parking Research' and is accepted as a robust assessment procedure. Data is available from the 2001 Census that cross-tabulates the number of households owning 0, 1, 2, 3 and 4+ cars/vans, against dwelling type (house or flat), dwelling size (number of rooms) and tenure (owner occupied and shared equity/rented). The most recent 2011 Census does not currently provide this cross tabulated data but a council review has been undertaken as a check and following this the 2001 data is considered acceptable.

To ensure the analysis is robust, a further assessment has been carried out using car ownership data outlined in TEMPRO, which provides growth in car ownership in line with forecast data outlined by the DfT. The car ownership growth factors between 2001 and 2026 have been taken from TEMPRO (for the whole borough of Barnet) and have been applied to the 2001 Census Data for Barnet to understand the potential percentage split of car ownership for the year 2026, as set out in the following table..

// Type	Tenure re	No. of Rooms	No. of proposed Units	Predicted Car Ownership	Parking Demand (Average)
House	Private	4	4	1.13	5
House	Private	5	6	1.29	8
House	Private	6	5	1.35	7
House	Affordable	5	4	0.89	4
House	Affordable	6	6	1.02	6
Flats	Private	2	403	0.78	315
Flats	Private	3	857	0.78	664
Flats	Private	4	228	0.94	215
Flats	Affordable	2	125	0.44	55
Flats	Affordable	4	254	0.67	170
Flats	Affordable	5	105	0.80	84
Flats	Affordable	6	3	1.02	3
Total				0.77	1534

The analysis has made a number of technical assumptions but indicates that future average car ownership by proposed tenure and unit size would result in a demand for some 1534 spaces for owned cars or a ratio of approximately 0.77 spaces per unit.

The table below shows the development breakdown compared to the LBB Maximum Parking Standards with the Lower (1466) and Upper (2738) parking levels set out. The development will provide 1,600 parking spaces and is therefore policy compliant. Although this could be considered to be on the low side given the site PTAL, in practice there is an extensive range of local bus services covering all points of the compass and the Thameslink station is close by. There are also local facilities in the West Hendon district centre, including those that will be provided as part of the development itself. This provides a reasonable level of comfort that overall, the proposed parking ratio of 0.8 can be considered appropriate. Parking is expected to be allocated separately to the individual unit leases and on a long lease to houses on the site.

Number of Bedrooms	Number of Units	LBB Maximum Parking Standard	
		Lower	Upper
1	544	0	544
2	1092	1092	1638
3	345	345	518
4	19	29	38
Total	2000	1466	2738

The average car ownership gives a good indication of the likely parking demand and it is noted that by leasing on a demand basis this will maximise the use of the spaces and reduce the need for dedicated visitor spaces.

The development does not include provision for current residents of properties on WHB and side streets who can park on the estate within the WH2 CPZ. The parking beat surveys showed that there is no spare capacity in WH2 but 4% spare in WH1. The Travel Plan strategy is intended to maximise non-car based travel and hence minimise the demand for parking. The provision of a car club will, for example, enable people to have access to a car without needing a personal parking space.

The Council will condition that to control parking levels within the site that residents will be excluded from purchasing a parking permit within the CPZ. An overall Car Parking Management Plan for the whole site will be conditioned to be submitted and approved and this will set out how parking will be constrained by limiting the number of parking spaces a property is able to lease. In addition a Phase Car Parking Strategy will be required, so that the approach to on and off street parking can be kept under review as the development rolls out. Appropriate conditions are set out elsewhere in this report and it should be noted that at reversed matters stage the number and location of parking spaces for subsequent phases will be required to be set out.

Cycle Parking will be provided in line with the London Plan which states that one space for cycles should be provided for a one or two bed unit. For those with three or more bedrooms, it is recommended that two spaces are provided. Cycle parking will be provided by a mix of secure underground parking for residents and on street facilities for visitors and for commercial premises. This is acceptable; the details of cycle parking will be agreed at Reserved Matters application stage.

For powered two wheelers, guidance has been taken from recognised (Institute of Highways Incorporated Engineers (IHIE) Guidelines for Motorcycling, in which one in 20 car parking spaces will be allocated and this is considered acceptable.

As outlined in the London Plan, electric vehicle charging points will be allocated to 20% of spaces at the site, with an additional 20% passive provision for electric vehicles in the future. Again, this is considered acceptable.

Appropriate levels of disabled parking will be provided in accordance with best practice and statutory requirements. For the detailed application accessible parking bays will be allocated to wheelchair housing standard units that will be provided at 1:1 provision. A Car Parking Management Plan will be conditioned to monitor the future provision of additional accessible parking bays.

The existing 65 Perryfield Way car park Pay by Phone spaces are being re-provided on the site. The business permit holders and short-stay Pay by Phone on-street bays are not being re-provided but there is spare capacity on street in WH1 zone, and this is therefore considered acceptable.

Other Land Uses

The additional commercial floor space as part of the proposals will be 1800m² GFA with demolition of around 1500 m² of existing commercial space along WHB, equating to a net gain of 300 m². It is proposed that no additional parking space is provided as commercial parking can be accommodated within the re-provision of the Pay by Phone spaces. It is proposed that 5% of the Pay by Phone spaces will be allocated for disabled drivers parking. These proposals are considered to be acceptable given the Conditions set out elsewhere in this report.

There are no standards for school parking and so an assessment of the likely demand has been made from other schools in north London boroughs. A parking ratio of 0.4 per staff member has been assumed that equates to 16 spaces. School parking will be provided both on and off-site with four spaces available on site for mobility impaired use, otherwise, it is proposed to provide staff parking on the Bowling Green car park that can be accessed from Goldsmiths Avenue. Access on foot from the car park to the school will then be made via the proposed Silkstream bridge across the Welsh Harp. It will be conditioned for the bridge to be in place before the school is occupied. This is considered acceptable and the details of the school parking, drop off and coach pick up will be agreed under Reserved Matters.

The community centre will not provide any additional parking as will serve the residents who will walk to the centre.

Controlled Parking Zone (CPZ) Review and Exclusions

In order to investigate if there is any impact on the public highway in the vicinity of the site it is considered necessary to secure contributions towards reviews and possible modifications to the existing West Hendon CPZs WH1 and WH2 to ensure the right parking controls are in place throughout the life of the scheme. The reviews will include all parking residential, business, dual and public spaces and loading bays. A contribution of £126,000 has been agreed to carry out a base survey and review at each phase of the development. The developer will be obliged to fund all reasonable costs for any measures required following the outcome of the review. Residents will be excluded from purchasing CPZ permits and this will be conditioned. It will be necessary to amend the Traffic Regulation Order to exclude the properties from the CPZ for each phase/sub-phase of the development and will be included as a S106 obligation.

Travel Planning

A Framework Travel Plan has been submitted as part of the TA (Appendix K) which is considered to be acceptable, subject to Condition. A Travel Plan is aimed at encouraging the use of non-car modes of travel. The site has multiple uses including residential, employment, community and educational. As each of these uses have differing requirements each will require a separate Travel Plan.

In order to ensure the objectives of the individual Travel Plans are met a 'Monitoring

Contribution' is required for the Council to undertake monitoring of the objectives and targets

of the Travel Plans. This £45,000 contribution has been agreed and will be secured through

the Section 106 Agreement, which will also include the requirement for a Travel Plan

Champion for the whole site to be appointed.

To help deliver the targets of the Residential Travel Plan, the applicant has agreed to the

provision of a Residential Travel Plan Incentives Fund to be secured via the Section 106

agreement. The fund will be aimed at incentivising the Residential Travel Plan by providing

up to £300 per dwelling (£600,000 in total) for any two of the following: purchase of Oyster

Cards, subsidised Car Club Membership or for Cycle Purchase vouchers.

As this development is to be constructed in phases over a number of years the initiatives set out in each of the Travel Plans should be updated and reviewed annually until at least five years after full occupation.

Prior to the occupation of any educational premises a School Travel Plan will be submitted to the Local Planning Authority for approval and this should be reviewed annually.

As part of the travel planning a Car Club is proposed to operate within the site, initially from two spaces. This is a scheme that provides its members with quick and easy access to a car for short term hire. Members can make use of car club vehicles as and when they need them. This scheme is aimed at reducing the need for individuals to own a car. It is envisaged that additional detail of the exact location of car club parking spaces will be provided as part of Reserved Matters and, through the Travel Plan monitoring, the possibility of increasing the number of car club spaces depending on the demand will be considered and can be incorporated at the Reserved Matters stage.

Construction Management Plan

Due to the size and location of the development a Construction Management Plan (CMP) must be submitted to and approved by the local planning authority, prior to the commencement of any works within each phase of the development. The relevant condition is set out elsewhere in this report.

The CMP should also include limits on times of operation for the lorries and identify a designated safe route for lorries to ensure minimal impact on the public highway and to demonstrate how the operation and construction can be done safely. These and other requirements are outlined in Chapter 8 of the TA, which includes a number of outline management proposals that are considered acceptable at this stage, subject to submission of a full CMP at the Reserved Matters stages.

Delivery and Servicing

Refuse/recycling vehicles will require regular access upon occupation of the dwellings and for other users that currently occupy this site and are planned to in the future. The details of the proposed turning heads will need to be provided at various points, and this will be addressed as part of detailed design at the Reserved Matters stages.

Roads that are built to adoptable standards, whether adopted or not, need to be appropriate for servicing vehicle requirements. If service vehicles are required to enter private roads, the applicants will be required to sign an indemnity agreement.

A Servicing and Delivery Strategy will be needed for WHB, employment and other relevant land uses; and a Waste Management Plan condition is also proposed in order to facilitate safe refuse/recycling collection for this development.

Transport Assessment of detailed application

There is predicted to be a maximum potential net increase of 358 residential units and no increase in commercial development as part of the detailed element of the hybrid application (Phase 3A plus the proposed 27 storey tower, block E). In accordance with the earlier discussion in this transport section of the report the major highway works will not have been implemented but traffic flows will not have increased to the same extent as those assumed for the Interim traffic assessment. A series of initial improvements are however proposed and will be implemented to address identified issues related to local pedestrian and public transport infrastructure along WHB and Station Road. These will be secured via the Section 106 Agreement and are expected to comprise an improved pedestrian route to Hendon railway station, bus stop and initial pedestrian improvements along WHB and improved operation of the existing traffic signals through an optimisation programme.

Bridges

The application has provided two pedestrian bridges to improve site accessibility and connectivity. LBB will require these bridges to be built to a required standard to be detailed as part of Reserved Matters. The bridges will also not exclude the ability to provide for cyclists and will be secured through appropriate Conditions.

The Silk Stream bridge will connect from the development to the Bowling Green car park to give access to playing fields and green space for residents and primary school children and to provide access to the staff parking for the proposed school. The design has yet to be fully explored but the current proposal allows for pedestrian only with cyclists having to dismount.

A new dedicated pedestrian and cycle bridge is proposed on Cool Oak Lane adjacent to the existing highway bridge over the Welsh Harp. This will remove the need for pedestrians and cyclists to wait at the signalised crossing and use the main carriageway to cross.

Section 106 Highways and Transport Contributions

To summarise from the above Highways and Transport section of this report the Section 106 Transport and Highways package that has been agreed is set out below:

- Residential Travel Plan Incentives Fund £600,000 (£300 per unit);
- Local Bus Service Contribution £450,000 (exact timing of payments to be confirmed);
- Bus Service Compensation Payment £450,000 (subject to modelling, exact timing of payments to be confirmed);
- Local Parking Measures Contribution for CPZ reviews £126,000;
- Traffic Regulation Order amendments to exclude residents from CPZ permits £2,500 per phase/sub-phase.
- Travel Plan Monitoring £45,000;
- Pedestrian Signage improvements to Legible London standards £37,675;
- Cycle route network improvements £96,000;
- Interim Highway improvements in Phase 3 capped at £600,000.

Total of £2,407,175

It should be noted that this does not include the costs of the major highway improvements along the A5 and Station Road, as these will be subject to approval under Section 278 of the Highways Act.

Conclusion and recommendation

It is clear that the development will result in impacts on the surrounding highway if the proposed highway measures and other elements of the proposed transport package are not implemented, but that if the package is delivered the development will be fully mitigated against.

The TA demonstrates that careful and extensive work has been undertaken to examine the existing situation and to use suitable data to build acceptable models of the area. All assessment work is in accordance with national guidance and best practice on schemes of this nature and size.

Officers consider that the impacts of the development on the transport network have been robustly assessed, and that all appropriate mitigation measures and control mechanisms are provided for, should permission be granted. The planning conditions and obligations recommended in this report are considered to provide an effective framework of control and

officers therefore recommend the scheme for approval on matters relating to highways and transport.

5.12 Energy and Sustainability

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

1. Be lean: use less energy
2. Be clean: supply energy efficiently
3. Be green: use renewable energy

It requires major developments achieve a 25% reduction in carbon dioxide emissions reduction residential buildings based on 2010 Building Regulations.

Policy 5.3 goes on to set out the sustainable design and construction measures required in major developments. Policy 5.5 and 5.6 require developments to connect to decentralised energy networks where they are available.

London Plan Policy 5.7 *renewable energy* seeks to increase the proportion of energy generated from renewable sources, and major developments should use on-site renewables to reduce carbon dioxide emissions where feasible

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

The proposals incorporate passive design features and demand reduction measures to reduce the carbon dioxide emissions of the proposed development. These include the siting and orientation of the buildings in order to make best use of natural ventilation and sunlight and reduce adverse noise impacts.

No solar water heating will be provided. All units will be ultimately connected to the Energy Centre, which uses a combination of gas-CHP and gas-fired boilers to deliver low carbon heat and hot water across the site. This will control and centralise flue gas emissions away from residential units and facilitates accurate monitoring and action where necessary.

Since thermal arrays compete for roof space with solar PV arrays, implementing the two technologies in tandem would not be feasible for this development; therefore no solar water heating will be provided. As all dwellings will be linked to the District Heating network, solar thermal systems are not considered appropriate.

Since all blocks will achieve in excess of 25% CO₂ reductions once the CHP engine is brought on line (36% average for the site), they will be Code level 4-compliant without relying on PV. Therefore, rather than allocating PV according to the need for compliance for each

block, it is proposed that arrays are sited according to the best solar resource, i.e. roofs with less than 20% overshadowing.

It is proposed that the maximum PV provision for the scheme as a whole is 383 kWp, with 39.3 kWp distributed between blocks G2 and E3, which form part of the detailed application. This equates to a renewable contribution of 2.1% for the Detailed Application, and 4.0% for the development as a whole, including all residential and non-residential emissions, as well as all emissions from unregulated energy loads.

In order to ensure that the sufficient carbon dioxide savings are achieved for future phases of the development, a condition has been imposed requiring details of the solar panels to be submitted setting out the expected reductions that will be achieved.

5.13 Biodiversity

London Plan Policy 7.19 relates to biodiversity and access to nature, and requires that proposals plan for nature from the beginning of the development process and take opportunities for positive gains for nature.

Local Plan Policy DM16 *Biodiversity*, requires that development proposals should seek to retain and enhance, or create biodiversity. Proposals affecting a site of importance for nature conservation (SINC) will be expected to meet the requirements of London Plan Policy 7.19E.

The Application Site is located within a predominantly urban area and is bordered to the east by housing and retail premises and residential development to the south. Brent Reservoir is situated adjacent to the site to the west and south-west with open greenspace (playing fields, allotments, parkland and scattered trees) beyond. A tree-lined stream corridor (the Silk Stream) runs along the northern boundary with further retail, business and residential development and playing fields beyond. Semi-natural habitat within the site includes amenity grassland, mature trees, residential gardens and ornamental shrubberies. There are areas of open ground at the locations of demolished buildings which now support grassland, tall ruderal species and scrub.

The Brent Reservoir Site of Specific Scientific Interest (SSSI) (also known as the 'Welsh Harp') lies immediately adjacent to the western boundary of the site and is notified primarily for its breeding and wintering bird interest. The Brent Reservoir is also designated as Local Nature Reserve (LNR) and is a Site of Metropolitan Importance for Nature Conservation (SMINC). A linear belt of trees dominated by willow *Salix sp.* species along the western boundary of the Application Site creates a habitat buffer between the site and the reservoir. This tree line extends north of the site to an area of wet woodland established either side of the Silk Stream. Fryent Country Park LNR is located approximately 1.5km to the west of the site (at its closest point) and is cited as 'the largest area of countryside' in the London Borough of Brent.

Surveys of terrestrial breeding bird surveys and waterbird and wintering bird surveys were undertaken as part of the ES. This identified what birds were using the reservoir and what areas of the reservoir they utilise.

The ES concludes that there will be a direct impact on the SSSI with the construction of the Silk Stream Bridge and works close to the eastern boundary and indirect impacts on the birds using the Reservoir as a result of noise disturbance from demolition and construction activities. During the operational phase there is the potential for light pollution from the

artificial light sources, increased predation from cats and collision with windows in the tall buildings. Mitigation measures proposed to minimise the above impacts include:

- Establishing a buffer zone of at least 20m adjacent to the eastern boundary of the SSSI
- Minimise the area of disturbance in the Sensitive design of Silk Stream Bridge, which has been discussed in principle with Natural England and the Canals and Rivers Trust.

Through the consultation process Natural England raised an objection to the proposed development, their main concern being the potential disturbance from demolition activities of birds on the reservoir during the nesting season. Further noise mapping of these likely activities was prepared and submitted in an ornithological report to Natural England for information.

Natural England have withdrawn their initial objection subject to a number of conditions:

- Prepare a mitigation and monitoring plan with an ecologist, noise specialist and Natural England. This will include monitoring of the effect of noise on the breeding bird population
- The number of artificial nesting habitats to be agreed with Welsh Harp Conservation Group.
- Development of a long term management plan to offset the negative impacts from increased recreational activity.

Ecological surveys have been undertaken as part of the ES. The development is not expected to lead to any significant impacts on bats in terms of habitat loss or fragmentation as the existing mixture of buildings, trees and amenity open space will be broadly maintained throughout and at the end of the construction period.

No confirmed bat roosts were identified during the inspection of the buildings or the trees. However, the buildings on site have potential to support low numbers of common crevice dwelling bat species on an occasional basis. In addition, six trees within the site have been assessed as having the potential to support roosting bats and four trees with potential to support roosting bats will be felled. In order to ensure the felling of the trees avoids the injury or killing of bats or habitat disturbance, a bat licensed ecologist will visit the site prior to each phase of demolition and categorise the buildings/parts of buildings (as appropriate) into those that can be demolished without further inspection and those where a precautionary approach will be taken.

In order to mitigate against the loss of potential roosts, a minimum of 10 bat boxes or bat bricks will be installed directly into or on the external faces of the new buildings on site linked to suitable foraging habitat along the adjacent Brent Reservoir. A minimum of twenty further bat boxes will be installed on trees between the site and Brent Reservoir.

Each phase of construction will include provision of bird nest boxes and bricks, which will mitigate for the loss of nesting opportunities currently provided by the existing buildings. Green and brown roofs will be included within the development and will support a mixture of low-growing plant species providing both seeds and habitat for invertebrates. This in turn will create new foraging habitat for the range of bird species recorded using the site. Demolition of buildings will be undertaken outside the breeding season to ensure that the nests, eggs and young are not disturbed and the requirements of the Wildlife and Countryside Act are met.

Re-creation of herpetofauna (reptiles and amphibians) habitat including hibernation and breeding features and the eradication of potential invasive weed species will also occur.

The development proposals have had regard for the impact on the wider area's biodiversity, including the Welsh Harp SSSI, and have sought to improve biodiversity opportunities on site, where possible. This is considered to be in accordance with London Plan and Barnet local development plan policies.

A significant S106 contribution has been secured of £500,000 towards the protection and enhancement of the SSSI. Of this £300,000 will go towards securing a LWT Warden post to monitor and report on interactions between the development and the SSSI and to engage with the new residential population and estate management group. The remaining sum will be used to undertake physical enhancement of the SSSI including measures such as the provision of additional nesting or roosting sites.

5.14 Flood Risk

London Plan Policy 5.12 *Flood management* requires that development proposals comply with policies contained within PPS25 (superseded by the NPPF). Policy 5.13 sustainable drainage suggests that developments should utilise sustainable urban drainage systems (SUDS) and comply with the stated drainage hierarchy. London Plan policy 5.15 water use and supplies states that developments should minimise the use of mains water through incorporating water saving measures to meet a target of 105 litres or less per head per day. Policy DM04 environmental considerations requires that development to comply with the London Plan water hierarchy for run-off.

The Mayor's SPG Guidance for Sustainable Construction, as set out in London's Water Future – the Mayor's Water Strategy (October 2011) requires development to reduce the pre-development discharge rate by 50%, referred to in this guidance as the essential standard.

A flood risk assessment (FRA) has been submitted with the Environmental Statement. Prior to submission the scope of the FRA was agreed with the LBB, Environment Agency and Thames Water. No objection has been received from either of these statutory consultees in relation to the proposals.

The FRA has specifically considered the existing ground conditions, flood risk, the existing drainage system and the potential for the use of Sustainable Urban Drainage Systems (SUDS).

Relevant surface water features relating to the application site include two watercourses, Silk Stream and the River Brent which flow into Brent Reservoir. The site is located within Flood Zone 1 on the Environment Agency flood maps, indicating a 0.1% or less (1 in 100) probability of fluvial flooding in any one year. Residential development is classified as being acceptable within this zone and therefore the proposal satisfies the requirements for flood risk vulnerability and flood zone compatibility.

It is assumed that the proposed development will not involve works directly to Brent Reservoir or Silk Stream, except for the construction of the proposed Silk Stream footbridge (to be constructed during Phase 6) and Cool Oak Lane bridge (to be constructed during Phase 3c). Details of construction will be determined at future stages.

Consideration of ground conditions, including site investigation, identified London Clay to considerable depth and absence of groundwater. The risk of groundwater flooding is therefore considered to be low. Therefore, the FRA assumes that the London Clay remains intact and there is no anticipated interaction between surface waters and groundwaters.

The GLA recognise that infiltration is limited given groundwater conditions but have advised that a greater proportion of water should be attenuated within the site given the size of the site. A 'main' intrusive ground investigation is required to guide the detailed layout, remediation and foundation design of the remainder of the proposed development. All remediation of potentially harmful substances would be monitored and recorded to confirm the remaining ground conditions.

Over time the cumulative impact of discharges of silt pollution and hazardous substance from the site could have an impact of moderate adverse magnitude if it coincides with an extreme event; however this is considered very unlikely.

The FRA demonstrates that the proposed drainage strategy can achieve the same discharge as the existing site and reduce flooding on site to the point where it only occurs for the 1 in 100 year plus climate change. For the detailed application site constraints mean that discharges cannot be reduced as significantly, however

Due to the site's low permeability geology, infiltration SUDS are impractical and therefore attenuation SUDS will be used. These measure will include a combination of pervious pavement (lined), green roofs, swales and underground storage/ settling chambers. The SUDS measures will also provide water quality improvements, compared to the existing drainage network.

The current attenuation measures are considered to be the maximum that can reasonably be achieved given existing ground conditions and the nature of the proposals and given the projected reduction in existing flooding on site the proposals in relations to SUDs measures are considered to be acceptable and compliant with nation, regional and local policy.

5.15 Noise

As part of the ES submitted with the application an assessment in relation to the impacts of noise has been carried out for the site. The assessment considers:

- Details the existing baseline noise levels
- Presents an assessment of the site's suitability for noise-sensitive use, i.e. residential and amenity use
- Presents an assessment of the effects of the noise and vibration sources associated with the construction and operation of the development upon existing and proposed sensitive premises
- Identifies mitigation measures that will minimise any noise or vibration effect, where appropriate
- Identifies the residual effects assuming any proposed mitigation measures are in place.

The ES identifies that the site preparation and construction phases of the development will result in potentially significant noise effects during demolition and site preparation works.

The detailed construction methods are not known at this time, and therefore, the assessment presented is based on typical construction phases and activities for similar schemes, based

on previous experience. Mitigation would be required to include best practice techniques and methods to minimise and manage noise during construction including restrictions on the house of construction works, noise and vibration monitoring, considerate routing of construction vehicles and other such measures as deemed appropriate by the LBB. These will be secured through an appropriate Construction Management Plan condition on the development.

During the demolition and construction phase, the greatest noise-related impacts are likely to occur during any initial demolition, breaking out and earthworks stages when the application site is being cleared and the ground prepared/excavated. Once this is complete it is considered that the construction activities associated with the construction of new building envelopes should give rise to lower noise emissions.

The impact of the additional road traffic movements generated by the proposed development by the completion year will result in a negligible increase in noise levels for existing residents and therefore would have no significant effect. A Traffic Management Plan will provide guidance for these traffic movements.

The dominant source of noise that will affect future residents is road traffic on The Broadway. As some of the new properties will be positioned along this boundary, design measures have been recommended where necessary.

The Council's Environmental Health officer has reviewed the assessment information provided and is satisfied with the conclusions subject to the recommendation of several conditions to control noise arising from construction. In addition, conditions controlling noise from any commercial external extraction or ventilation equipment associated with the community and nursery use will be enforced, locating these high up and directed away from residential properties.

Therefore subject to the imposition of suitable conditions officers consider that the proposals will not give rise to any unacceptable adverse impacts arising from noise.

5.16 Air Quality

An assessment of the likely associated effects of the development on existing and future air quality sensitive receptors has been carried out and is detailed within the ES.

Barnet is designated as an Air Quality Management Area due to high levels of nitrogen dioxide (NO₂) and particulate matter (PM₁₀) attributable to road traffic emissions. However, this does not mean that the entire borough is at risk of having poor air quality. The areas of greatest concern are adjacent to busy roads and junctions.

In light of this, construction-phase traffic-related pollutants (NO₂ and PM₁₀) and the likely effects on air quality in relation to dust and particulates on human and residential receptors and the Welsh Harp SSSI is the focus of the assessment. However, these impacts are considered to be temporary and mitigation measures proposed within the ES (and secured through appropriate planning conditions in relation to construction management) would ensure that the impact would not be significant in EIA terms.

The implementation of construction traffic controls through a Traffic Management Plan will ensure that emissions arising from construction vehicles will not be significant.

The modelling undertaken to predict emissions related to post-construction traffic activities showed that there will be no significant residual impacts on air quality post-construction

In-design mitigation includes mechanical ventilation with heat recovery (MVHR) specified for all apartments and the installation of winter balconies where appropriate in order to minimise exposure. Commercial building exhaust vents will be positioned at a high level to minimise air quality impacts to neighbouring dwellings.

It is therefore concluded that the site is suitable for the proposed residential development from an air quality perspective.

5.17 Ground Conditions

A review of ground conditions, including groundwater has been undertaken to identify the potential for significant effects relating to land contamination and ground water from the proposed development.

The historical land use comprises of farmland until the 1880s when redevelopment for residential use occurred. The current high-rise development occurred between 1968 and 1973 replacing the lower terrace structures. There is potential for the current buildings and structures as well as and previously buried demolition rubble to contain asbestos.

The underlying geology of the study area is Made Ground; Alluvium / River Terrace Deposits; London Clay Formation of Tertiary Age; Reading Formation of Tertiary Age. A number of previous ground investigations were reviewed as part of the desk study. These confirmed the geology below the area as being Made Ground overlying the London Clay Formation.

The Environment Agency has classified the Drift deposits below and surrounding the study area as a 'Secondary A' aquifer. These are permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers. The higher permeability geology below the London Clay Formation are classified by the Environment Agency as aquifers. However these are expected to be protected from the downward migration of contaminants by the presence of the significant thickness of the low permeability London Clay Formation.

Given the limited identified contaminant sources and the proposed standard construction mitigation measures to be included in the Construction Environmental Management Plan (CEMP), there is not expected to be any significant pollution linkages associated with the development.

It is proposed that Ground Investigations will be undertaken for the remainder of the application site, depending on the findings of the ground investigation, it is proposed that a site specific remediation strategy and verification plan will be developed. All remediation of potentially harmful substances would be monitored and recorded according to the validation chemical testing to confirm the remaining ground conditions.

A refurbishment and Demolition asbestos survey will be prepared before any work is carried out.

Therefore subject to the imposition of suitable conditions officers consider that the proposals will not give rise to any unacceptable adverse impacts arising from ground conditions or contamination.

5.18 Cultural Heritage

An assessment of Cultural Heritage, encompassing buried archaeology, built heritage and historic town character was undertaken. There are no Conservation Areas within or adjacent to the site, Cool Oak Lane Bridge is a Grade II listed building. There are a number of non-designated built heritage assets within the site boundary:

- 181-193 St John's [Parade, The Broadway
- 229 and 231 The Broadway
- 195 The Broadway
- 234-236 The Broadway

Due to the previous wide-scale development of the site the potential for previously unknown buried archaeology is considered to be low.

The proposed footbridge that will sit adjacent to but not attached to Cool Oak Lane Bridge will affect the setting of this listed structure. Through sensitive design and construction methodology the potential impacts on the listed bridge will be minimised and considered to be minor adverse.

The demolition of the non-designated built heritage assets will result in a loss of signature buildings within the historic townscape, resulting in a small change to the historic setting of the area. This will be partially mitigated through a programme of historic building recording prior to their demolition.

The potential for buried archaeology remains and is highest in those parts of the site that have been least disturbed. A watching brief on any ground investigations and a Written Scheme of Investigation (WSI) to be agreed with English Heritage will provide mitigation.

Therefore subject to the imposition of suitable conditions officers consider that the proposals will not give rise to any unacceptable adverse impacts arising on cultural heritage.

5.19 Health Impact Assessment

The Health Impact Assessment (HIA) considers health according to social and physical well-being and how these aspects of health may change as a result of the West Hendon redevelopment. The Primary Care Trust/Clinical Commissioning Group (PCT/CCG), and the CCG as the successor health organisation to the PCT), the London Health Urban Development Unit (HUDU) and the GLA were consulted by the applicant in the preparation of the HIA. The PCT has provided feedback (via the Director of Public Health) with positive comments and no suggestions for further changes to the HIA chapter. HUDU responded to say that generally the methodology and approach is sound and the scope of the assessment addresses all the key health determinants. The GLA did not comment direct to the applicant on the scope/content of the HIA and does not raise any issues in the Stage 1 Report response on the subject of health provision of the HIA.

The HIA is an acceptable assessment of the health baseline, prediction of impacts and mitigation to be provided as part of the development proposals. There are a number of health-related or social-cohesion undertakings in the HIA chapter of the ES which will be secured by way of planning condition of S106 legal agreement matters. These are as follows:

- The actual disturbance costs of the leaseholder or freeholder will be met by BM LLP, including legal, valuation and those associated with removals. 13.3.5, pg 478

- Non-secure tenants should be given enough notice, support and time to find alternative accommodation. Additional advice and support may be required for certain groups, such as elderly residents, who may be more susceptible to stress and anxiety. 13.8.1.1 pg 517
- Job advertisements and skills training opportunities should be made available to all residents wherever possible. Job opportunity advertisements for construction of the development can be posted throughout all phases, whereas retail employment opportunities are more likely to be relevant to the specific phase in which retail units are constructed. 13.9.1 pg 528 and Table 13.7 (Summary of Mitigation)
- Ensure residents are aware of sources of support for employment opportunities, such as Job Centre Plus Access to Work grants; Table 13.7 (Summary of Mitigation)
- Financial advice and assistance would help residents who need it to respond to any increases in rent prices. 13.9.1 pg 528 and Table 13.7 (Summary of Mitigation)
- Residents should be given opportunities to plan and potentially manage community activities associated with the new school and Community Centre in Phase 5. 13.9.1 pg 527 and Table 13.7 (Summary of Mitigation)

5.20 Material Resources

An assessment of the use of natural resources (such as aggregate and wood) and the generation of and management of solid waste as a result of the construction and operation of the proposed development was undertaken.

The impacts of the construction phase will be mitigated by using sustainably sourced materials, re-using and recycling waste where possible and developing a Waste Plan. The operational impacts will be mitigated by ensuring that each residential and commercial property is provided with suitable space to enable householder and businesses to effectively separate and store recyclable waste.

Therefore subject to the imposition of suitable conditions officers consider that the proposals will not give rise to any unacceptable adverse impacts arising from waste.

5.21 Wind

A wind impact assessment was undertaken for the proposed development utilising both a qualitative desktop study and a detailed quantitative analysis using Computational Fluid Dynamics (CFD). This 3D model assesses the proposed development on local wind speeds and their effect on pedestrian comfort and safety, determining the comfort criteria associated with the planned usage around the site including proposed seating areas,

There are a number of areas that are considered to have high wind speeds, however the proposed uses in these locations include leisure walking and short-term seating and the predicted maximum wind speeds are appropriate.

It is identified that the open spaces between buildings H3, H4 and G4 are not suitable for long term sitting (cafe/ restaurants) and if outdoor sitting is proposed for these areas the mitigation measures in the form of planting to optimise pedestrian comfort is recommended.

6. APPRAISAL OF DETAILED ELEMENT

Proposals

The proposed detailed layout, design, scale and appearance for two blocks have been submitted. These have been identified as Phase 3A (within wider Phase 3) and comprise Block E (E1, E2, E3 and E4) and Blocks G1 and G2. These initial sub-phases are on the Catalyst site, part of the York Park open space and the existing Perryfields Way car park and as such do not require demolition of existing state buildings. This will facilitate the first decant enabling demolition of Marriot Close and Franklin tower for subsequent phases.

The detailed proposals will provide 358 units and 131 sq m of commercial space as detailed in the table below:

Use Class	Proposed
Retail & Related Uses (Use Class A1 – A5); Office (Use Class B1)	131m ² GEA
Basement Car Parking & Plant	3,912m ² GIA / 91 spaces
Undercroft Car Parking & Plant	4,428m ² GIA / 76 spaces
Total units	358
Total affordable units (rented tenure)	74 (20.67%)
Total private mix	(21% 1b; 70% 2b; 9% 3b)
Total affordable mix (rented tenure)	(42% 1b; 41% 2b; 10% 3b; 7% 4b)
Total wheelchair units	38
Site area	1.77ha

The detailed layout and structure for Phase 3A is consistent with the indicative masterplan and the principles set out in the D&AS as outlined within the *Urban Design and Character* section of this report. The development will comprise an “interface block” adjacent to West Hendon Broadway, a perimeter “Waterfront Pavilion” (Blocks E1, E3, E4) and one of the tall buildings (Block E2). The detailed element will also deliver a substantial proportion of the reconfigured York Park, providing a consistent area of open space between Phase 2 (Lakeside) and Block E, including one of the neighbourhood play areas.

Building G1/G2 will be located on the existing Perryfield Way car park and will include 71 affordable units on 8 floors. It has been designed to run parallel with existing buildings on the Broadway, forming an enclosed block around communal space. It will form the first part of the new East Street that will replace the Perryfields Way gyratory during Phase 4. It includes a small commercial unit on the ground floor, the first of a number of commercial units that will front the new central space connecting the development to the Broadway.

Building E is located in what is currently open space between Marriots Close and Tyrrel Way directly adjacent to the SSSI and will include a total of 287 units.

Blocks E1/3/4 will comprise a lower level courtyard block with 6 to 8 floors and includes 3 affordable duplex units and 142 private units. Block E2 provides an example of a tall building along the waterside and includes 142 private units on 26 levels. The applicant has indicated that this building is likely to come forward as the last part of Phase 3A.

Scale and Design

The proposals in relation to the detailed phase are considered to be of an appropriate scale and appearance in accordance with good urban design principles considered earlier in this report.

Buildings E1, E3 and E4 consist of a group of buildings of between 6 and 8 storeys around a courtyard providing a shared amenity space. The courtyard is designed to open towards York Park to provide sufficient daylight/sunlight levels and optimise views towards the park and reservoir. This block comprises a mix of apartments, including duplex units for private sale, and social rent duplexes along West Street. The buildings around the courtyard are accessed via three cores which all extend to basement level. Cores E1 and E4 are accessed directly off West Street with fully glazed lobbies located adjacent to double height gated courtyard entrances. The third core E3 can be accessed via the courtyard or from the lower level via York Park. This core offers a visual link from the courtyard to the park and reservoir.

These buildings follow the massing principles outlined within the Masterplan, with higher elements running north to south, and lower elements west to east. This enables good daylight within the block and emphasises the grain of the development. The buildings are designed with simple facades comprising four materials: Brickwork, painted steel balconies, aluminium window frames and reconstituted stone. This approach to a simple palette is emphasised within the design guidelines for the outline scheme.

Building E2 comprises one of the four tower blocks fronting York Park and the Brent Reservoir SSSI and will be 26 floors on a footprint of 24.5x25 metres. The building has been designed to incorporate recessed balconies enabling the brick frame to be in the foreground as an ordering device for the facade. The brick frame has a vertical orientation created by deep piers to accentuate light and shade on the facade from a distance and therefore lighten the massing. The piers are punctuated by horizontal reconstituted stone courses at alternative floor levels to create a “double order” to the facade. At the top of building the brick piers rise to frame the rooftop terrace, providing a “triple order” with openness behind the frame allowing light to pass through to the top of the building.

The square between E2 and the courtyard blocks will be accessible to the public and provides views to the park and reservoir from a higher level. The entrance to E2 will have an entrance visible from West Street and the square. This entrance will be double height. The internal layout will comprise a central core with two lifts, a stair and various riser outlets, with six two-bedroom apartments on each level, four of which will be double aspect with the two others avoiding north facing single aspects. This configuration is designed to provide most residents to have a view towards the reservoir and open space beyond. At the top of E2 massing will be stepped back to provide private and communal terrace areas.

All apartments have been developed to comply with lifetime homes standards and the recommendations set out in the Mayor’s Housing Design Guide. All units have a balcony for private amenity space. The basement will include car parking (149 car parking, 14 motorcycle and 314 cycle spaces, 3 mobility scooter charging points), refuse and the main energy centre accessed via a car park ramp. The energy centre has been positioned in this location to enable flues to run to a high level and be incorporated into the fabric of the building.

Building G is designed as a linear building comprising 8 storeys along the future East Street and a shorter 5 storey element towards Perryfield Way on the north. The building is arranged

around a courtyard space which in the future phases will be enclosed by Buildings G4/5/6. The courtyard will provide a shared amenity space for all residents and is designed to be landscaped with a mix of soft landscaping and hard surfaces. The building along East Street includes duplex units on the two lower levels with private entrances and gardens spaces. All apartments have been developed to comply with Lifetime Homes Standards and are in accordance with the recommendations of the London Design Guide. All units have a balcony or terrace for private amenity space and the majority are dual aspect. Balconies will be cantilevered, while roof terraces will be aligned with a recessed brick panel over the core to divide the building into separate smaller buildings. The lower ground floor area below the courtyard includes car parking, refuse and plant areas accessed via a ramp along the north side of the building.

Buildings are designed from a concise palette of materials, predominantly brick with glass and concealed metal frames, metal balustrades and grey coloured louvres. The building elevation is designed to be broken up along the East Street frontage through the pairing of balconies and the set back of the upper two levels. The elevations towards the courtyard and facing the backs of the existing buildings on the Broadway incorporate privacy screens to the sides of the balconies to provide a coherent composition.

Impact on residential amenities

The proposals are considered to be in accordance with Local Plan policy DM01 that seeks protect the amenities of existing residents.

A range of measures are identified within the Design and Access Statement to mitigate temporary effects on residents within Block G, while the Perryfields Way gyratory remains in place and surrounding buildings are to be implemented. This includes:

- Setback from Perryfields Way by 11m on the western edge to allow for the incorporation of a landscaped buffer zone between the road and residential units to incorporate trees and plants.
- Provision of dual aspect units at ground floor level to provide aspect onto shared courtyard.
- Provision of duplex units at ground floor to avoid the need for bedrooms at street level.
- Provision of a temporary play area as part of interim landscape proposals.
- Additional PV units on the roof of Building G and temporary boilers within the retail unit are proposed to ensure that energy standards can be made prior to completion of the permanent energy centre as part of Block E2, to be constructed as part of a later sub-phase.

Consultation with LBB during the pre-application stage identified noise and air quality from the Broadway, and Perryfield Way as interim concerns relating to Block G. The following mitigation is identified to ensure effects on future residents and surrounding existing residents are mitigated through the development:

- Analysis has been undertaken to demonstrate the levels required for noise sensitive rooms, including bedrooms and living rooms. Where necessary sound reduction performance requirement for glazing has been specified and in some cases mechanical ventilation will be required to mitigate noise effects on sensitive rooms within Block G.
- Noise from fixed building services (e.g. air conditioning/commercial ventilation) must be specified so that noise from all units combined does not exceed a noise rating level at all existing and new dwellings. These levels are specified in the ES.

- In addition suitably dense walls/floors will be required between commercial and residential elements.

Air quality has been assessed for Block G1 and G2 taking into account emissions from the proposed energy centre and from adjacent roads. Emissions from Perryfield Way in the interim have also been assessed. The DAS notes that most of building G1/G2 satisfies air quality requirements without any mitigation, although the ground, first and second floor levels of building G2 are expected to be located in areas where mitigation will be required. This is proposed to comprise mechanical ventilation.

Conclusion

Officers are satisfied that the detailed submission for Phase 3a of the West Hendon Regeneration would achieve the high quality residential environment and enhanced public realm as advocated within the proposed parameters and design guidance for the proposals. It is considered that the proposal as submitted provides a good indication of the likely quality of the outline element of the scheme to be delivered in future phases.

7. COMMUNITY INFRASTRUCTURE LEVY

The Community Infrastructure Levy (CIL) applies to all 'chargeable development'. This is defined as development of one or more additional units, and / or an increase to existing floor space of more than 100sqm.

Mayoral CIL

The Mayor of London is a charging authority for the purposes of Part 11 of the Planning Act 2008 and may therefore charge a Community Infrastructure Levy in respect of development in Greater London.

The Mayor of London adopted a CIL charge on 1st April 2012 setting a rate of £35 per sq m on all forms of development in Barnet except for education and health developments which are exempt from this charge.

The proposed development is liable for charge under the Mayoral CIL. The calculation of the Mayoral CIL payment is carried out on the basis of the floor areas of the residential and commercial elements of the development. Relief from CIL for social housing floorspace would be applicable to this development. As the application is in outline form the calculation of Mayoral CIL will be carried out on a phase-by-phase basis.

Barnet CIL

Barnet Council adopted a CIL charge on 1st May 2013 setting a rate of £135 per sq m on residential and retail development within the borough. All other uses and ancillary car parking are exempt from this charge.

The proposed development is liable for charge under the Barnet CIL. The calculation of the Barnet CIL payment will be based on the floor areas of the residential and commercial elements of the development with social housing relief applied as appropriate as phases come forward.

8. EQUALITIES AND DIVERSITY ISSUES

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

- “(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 obligation the term “protected characteristic includes:

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

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

The proposed development would provide a regenerated neighbourhood within this part of West Hendon which would result in greater levels of integration with the wider community. Physical accessibility and legibility of the site would be improved for pedestrians and cyclists with significant improvements to connectivity between the estate and open space around the Welsh Harp and improvements to West Hendon Broadway improving connections to Hendon Station.

The development includes the provision of 500 new affordable homes targeted at re-housing existing secured tenancy residents in an enhanced environment. Those residents not accommodated within the new development would be re-housed by the Council in alternative accommodation based on an assessment of their needs.

The new buildings proposed as part of the application would be required to comply with current legislative requirements in respect of equality and diversity related matters, for example access for the disabled under Part M of the Building Regulations. In addition to this the development, as controlled by the conditions recommended, would ensure that in several regards the building constructed would exceed the minimum requirements of such legislation. Examples of this would include all the proposed residential units being constructed to meet the relevant Lifetime Homes standards, the provision of level or appropriately sloping access within the site, and the provision of wheelchair accessible flats and the provision of disabled standard parking spaces.

All new dwellings would be built to 'Lifetime Homes' standards and there would be a 10% provision of wheelchair accessible/ adaptable units. 10% of parking spaces would be designated disabled car parking spaces.

With the conditions recommended the proposal is found to accord with development plan policies as they relate to the relevant equalities and diversity matters, by providing a high quality inclusive design approach which creates an environment that is accessible to all and would continue to be over the lifetime of the development. The design of the proposed development is such that the site would, as an area of land, become significantly more accessible to all members of the community. In this sense the development would have a positive effect in terms of equalities and diversity matters.

An important area identified by the Council and through the Applicant's Health Impact Assessment is the need to engage local people in the long term management of the estate. This will not only foster a sense of community and empowerment, but should provide a sustainable long-term approach to ensuring that the high quality environment is maintained once the developers leave the site.

Officers have recommended a condition is to ensure that this approach is taken by the Applicant. This seeks to embed the following elements within an Estate Management Plan with a view to community empowerment:

- Details for the establishment and operation of an Estate Management Group to ensure appropriate community engagement, including details of measures to ensure liaison, consultation and coordination on matters of estate management between interested parties, including the LB Barnet and occupiers and residents of the development;
- Details of how residents will be given opportunities to plan and potentially manage community activities associated with the new school and Community Centre in Phase 5 or earlier temporary community spaces;
- Details of how Job advertisements and skills training opportunities will be made available to all residents wherever possible, local labour will be employed whenever possible and local services will also be promoted for dry cleaning provision, convenience stores, mini cabs and professional services.

It is considered by officers that the submission adequately demonstrates that the design of the development and the approach of the applicant are acceptable with regard to equalities and diversity matters. The proposals do not conflict with either Barnet Council's Equalities Policy or the commitments set in our Equality Scheme and support the council in meeting its statutory equality responsibilities.

9. CONCLUSIONS

The proposals involve the comprehensive redevelopment of the West Hendon Estate which has been identified as one of the council's Priority Housing Estates for regeneration as set out in Barnet's Local Plan Core Strategy Development Plan Document (2012). The proposed redevelopment and regeneration of the West Hendon Estate is consistent with the sustainability principles advocated in the National Planning Policy Framework and the London Plan (2011).

The proposals will bring forward the much needed transformation of the area and the removal of a poor quality 1960s housing estate. It will create a balanced, mixed and inclusive community and will significantly enhance the physical environment of the estate bringing about improvements to the quality of life for existing residents and the wider community through the provision of enhanced social and environmental infrastructure.

It will support the regeneration of West Hendon Local Centre by providing new commercial units and extensive public realm enhancements. In addition the proposal seeks to provide new areas of public space the reconnect the Broadway with York Harp and the Welsh Harp SSSI.

It is considered that the proposed development would provide new residential dwellings that show a high quality design approach, relate acceptably to the surrounding area and do not cause any unacceptable harm to the amenities of the neighbouring properties and would provide their future occupiers with an acceptable standard of accommodation is considered to accord with policies that seek to optimise the use of sites such as this.

The scheme proposes an increase in density in comparison to the existing estate with the inclusion of four residential tower blocks, one of which is submitted in detail as part of the application. These is deemed to accord with Local Policy which promotes tall buildings in this location and complies with Tall Building Policies in the London Plan.

The Masterplan and Design Guidance (which will assist in the delivery of high quality future phases) are considered to ensure a coherent layout, form and appearance to the development with variation provided by height changes between blocks. The detailed element proposes a simple palette of high quality materials including brick facades that will be a significant improvement on the existing estate and proposals for the site granted in 2008.

The scheme would include the provision of 500 affordable homes along with a new primary school, community facilities and high quality open spaces including a reconfigured York Park. All new homes within the development will meet the Mayor's internal space standards, be provided with private amenity space and benefit from daylight and sunlight that accords with the BRE guidelines and good outlook.

In addition two new footbridges are proposed to provide significant access improvements to the West Hendon recreation ground and other areas of open space around the Welsh Harp.

The landscaping proposed for the site is considered to include an adequate balance of hard and soft surfaces, provides an appropriate setting for the buildings proposed and includes the planting of new trees. The development would result in the removal of existing trees from the site, However taking into account the regeneration benefits of the scheme along with the replacement planting proposed provides adequate justification and mitigation for the loss of these trees.

The proposed access arrangements and highway impact have been subject to review and assessment by the relevant statutory authorities. The resultant vehicles trips will be satisfactorily accommodated within the existing transport network. The scheme provides an appropriate level of car parking on site for the number and type of new dwellings proposed.

The scheme meets the prevailing policies regarding climate change and sustainability, achieving Code for Sustainable Homes Level 4 for the residential properties and BREEAM standards for the non-residential floorspace. The proposal provides a contribution towards renewable energy with the provision of an energy centre and Photovoltaic panels.

Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires the Council to determine any application in accordance with the statutory development plan unless material considerations indicate otherwise. All relevant policies contained within the development plan, as well as other relevant guidance and material considerations, have been carefully considered and taken into account by the Local Planning Authority. It is concluded that the proposed development generally and taken overall accords with the relevant development plan policies. It is therefore considered that there are material planning considerations which justify the grant of planning permission. Accordingly, subject to the satisfactory completion of the Section 106 Agreement, **APPROVAL** is recommended subject to conditions as set out in appendix 1 of this report.

APPENDIX 1: Conditions and Informatives

APPENDIX 2: KEY POLICY CONTEXT AND ANALYSIS

Table 1: Analysis of the proposals compliance with London Plan (July 2011) Policies

Policy	Content Summary	Extent of compliance and comment
1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners are able to enjoy a good and improving quality of life.	Compliant: The proposal is considered to constitute sustainable development.
2.6 (Outer London: vision and strategy); 2.7 (Outer London economy) and 2.8 (Outer London: transport)	<p>Work to realise the full potential of outer London.</p> <p>Seek to address constraints and opportunities in the economic growth of outer London.</p> <p>Recognise and address the orbital, radial and qualitative transport needs of outer London.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of these policies and would comply with their key relevant objectives.</p> <p>These include the provision of new homes and community uses that meet development plan policy and the inclusion of measures encouraging travel by non-car modes of transport.</p> <p>Redevelopment will help to improve the economic performance of the locality by creating jobs during the construction period, improving commercial provision within West Hendon town centre, links to jobs and opening up wider opportunities for the community.</p>
Policy 2.14 (Areas for regeneration)	<p>Boroughs should identify spatial areas for regeneration and spatial policies to bring together regeneration, development and transport proposals with improvements in learning and skills, health, safety, access, employment, environment and housing.</p> <p>The loss of housing, including affordable housing should be resisted in individual regeneration areas unless it is replaced by better quality accommodation, providing at least an equivalent floorspace.</p>	<p>Compliant: The proposal is considered to be consistent with the strategic objectives of this policy.</p> <p>The proposed development makes provision for a minimum proposed affordable floorspace of 28,446 sq m (NIA) which reflects the current net affordable floorspace on site. The proposed development provides 25% of all units as affordable (comprising social rented and intermediate units).</p> <p>The quality of the new accommodation will be better than the existing and there will be an overall net increase in the number of new homes provided.</p> <p>The Borough's adopted Core Strategy identifies the West Hendon estate as a priority estate for integrated community and housing regeneration. The comprehensive redevelopment of the site will improve the number and quality of new houses, and improves the physical connectivity and permeability of the estate.</p>
Policy 2.18 (Green infrastructure: the network of open and green spaces)	Development proposals should enhance London's green infrastructure.	<p>Compliant: Subject to the conditions recommended the proposal will provide appropriately designed soft landscaped areas and areas of open green amenity space. It therefore accords with this policy.</p> <p>The existing estate has a series of poorly defined low quality grassed areas that offer little amenity, recreational or ecological value. Public open space including an improved York Park, east-west open space connecting the Broadway to York Park, communal/private gardens and formal children's play areas will be provided to improve the quality and quantity of accessible open space within the</p>

Policy	Content Summary	Extent of compliance and comment
		application site. In addition to on-site open space, enhanced linkages, including two footbridges across the reservoir (at Cool Oak Lane and Silk Stream) are proposed to the surrounding network of green spaces including the Brent Reservoir and SSSI.
Policy 3.2 (Improving health and addressing health inequalities)	New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.	<p>Compliant: Subject to the conditions and obligations recommended the proposal would be designed, constructed and managed in ways that promote healthy lifestyles.</p> <p>The proposed development makes provision for enhancements to the existing York Park public open space, a new east-west open space together with communal/private gardens and formal children's play areas to improve the quality and quantity of accessible open space within the application site.</p> <p>In addition two new footbridges will be provided to improve access to sports facilities and Metropolitan Open Land around the Brent Reservoir.</p> <p>The submitted residential travel plan outlines the proposals to maximise travel by non-car modes, whilst improved pedestrian and cycle links are promoted throughout the estate and to neighbouring communities and green spaces.</p> <p>The proposed development has been subject to community engagement in order to consult with different groups within the local community, and this is demonstrated within the submitted Statement of Community Involvement.</p> <p>The proposal includes the provision of new community facilities including a co-located primary school and community centre, together with additional temporary provision along the Broadway during the construction phase. This will provide opportunities to foster social interaction between different groups within the estate and create an inclusive community.</p> <p>The design of streets, pedestrian routes and open spaces has also had regard for minimising potential for crime and anti-social behaviour. Measures to ensure community safety in the provision of the new bridges have been recommended through planning conditions.</p>
3.3 (Increasing housing supply)	Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255.	Compliant: The proposal would result in the construction of up to 2,000 new houses and flats that will contribute significantly towards meeting strategic housing targets for Barnet and London. This will be a net increase in 1,403 residential properties. The redevelopment of the estate achieves an increase in housing numbers within a density and form that is considered to be appropriate to the local area within the Cricklewood, Brent Cross, West Hendon regeneration area and therefore is considered to be compliant with this policy.

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3.4 (Optimising housing potential)	Development should optimise housing output for different types of location taking into account local context and character, the London Plan design principles and public transport capacity. Proposals which compromise this policy should be resisted.	Compliant: The proposed housing is in accordance with the density range identified in the London Plan (Table 3.2) taking account of the local context and character and also accessibility to public transport. Development potential has been maximised at the site in order to assist with the scheme's viability.
Policy 3.5 (Quality and design of housing developments)	Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan. The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces.	Compliant: The application is considered to demonstrate the influence of these policies and compliance with their key objectives. The master plan takes account of the site's context, including its inclusion within the Cricklewood, Brent Cross, West Hendon regeneration area, and proximity to the Brent Reservoir SSSI. The application seeks to replace a largely flatted 1960s estate with modern housing. The proposals are considered to respond directly to the local context, and deliver a successful and well-considered design for the estate redevelopment.
Policy 3.6 (Children and young people's play and informal recreation facilities)	New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs.	Compliant: The proposal provides sufficient areas of new space on-site for play and informal recreation. There is also improved access to adjacent off-site play areas, sport facilities and parks. This is compliant with the relevant policy objectives. New areas of public open space are proposed through the redevelopment of the estate, which will provide play and recreation areas. The application makes provision for doorstep play within semi-private communal courtyards as part of each block. There are numerous local parks within 2km of the site with York Park the primary area of redeveloped open space. The estate is in close walking distance to Brent Reservoir and other open space immediately to the south and west of the site. The strategic needs of the development can be met in terms of access to playing fields and open space. In addition to the on-site play space provision, financial contributions will be agreed with the applicant through S106 that improve and enhance the existing leisure and recreation facilities (including children's play) located immediately adjacent to the site. Conditions have been recommended to ensure that the space provided is implemented in a manner that meets the objectives of this policy.
3.8 (Housing choice)	Londoners should have a genuine choice of homes that they can afford and which meet their requirements, including: <ul style="list-style-type: none"> • New developments should offer a range of housing sizes and types. • All new housing should be built to Lifetime Homes standard. • 10% of new housing is designed to 	Compliant: The proposed development is considered to provide an appropriate mix of dwelling types for this estate regeneration location. The redevelopment of the estate takes into account the requirements of different groups and sectors of the community and will provide a wider choice of additional high-quality homes to facilitate the creation of a more inclusive and mixed community.

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	<p>be wheelchair accessible, or easily adaptable for wheelchair users.</p>	<p>A range of housing sizes will be provided including 1, 2, 3 and 4 bedroom flats, 2 and 3 bedroom duplexes, 3 and 4 bedroom houses.</p> <p>Accommodate will be designed to the Lifetime Homes requirements and to comply with the Mayor's Housing Design Guide. There will be provision for 10% adaptable accessible units spread across all tenures and unit sizes.</p> <p>The proposed development will provide 75% private housing, together with 25% affordable comprising social rent and shared ownership. All secured tenants will be re-housed on site.</p> <p>Conditions have been recommended to ensure that these elements of the proposal are carried through to implementation of the development.</p>
<p>Policy 3.9 (Gypsies and Travellers); Policy 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes); Policy 3.13 (Affordable housing thresholds)</p>	<p>Communities mixed and balanced by tenure and household income should be promoted across London.</p> <p>The maximum reasonable amount of affordable housing should be sought for individual schemes. Negotiations should take account of a site's specific individual circumstances, including viability, the availability of subsidy, requirements and targets for affordable housing, the need to promote mixed and balanced communities and the need to encourage residential development.</p> <p>Boroughs should normally require affordable housing provision a site which has capacity to provide 10 or more homes.</p>	<p>Compliant: The application is accompanied by a viability assessment that demonstrates that the proposed contribution of 500 affordable dwellings (including affordable rent and shared ownership) is the maximum contribution that it is deemed viable for the development to make. The viability assessment and its conclusions have been independently verified.</p> <p>The West Hendon estate is currently predominantly affordable housing (76%) of which 42% are 1 bed flats and 57% are 2 bed flats. The application proposes a rebalancing of residential tenures across the site by increasing private housing (a maximum of 75% by unit number), and providing a minimum of 25% of housing units as affordable. This will comprise intermediate tenures in the form of shared ownership, along with re-provision of a net equivalent floorspace in terms of social rented housing, enabling all secured tenants to be rehoused on site.</p> <p>The application proposes by a unit an affordable provision of 57% intermediate and 4% social rented. At present this precise housing mix is sought to be flexible to ensure the ongoing financial viability of the scheme and it is intended that the intermediate mix will be market tested prior to each reserved matters and will be related to the funding product that is available from the GLA at time of delivery. This is refined further within Table 4.4 of the Development Specification which seeks to establish a Strategic Housing Mix for the site.</p> <p>Overall, the scheme is considered to be compliant with London Plan policies in terms of maximising the amount of affordable housing provided whilst also ensuring the creation of mixed and balanced communities. The proposed strategic housing mix is supported by the GLA.</p>
<p>Policy 4.8 (Supporting a successful and diverse retail</p>	<p>Supporting district, neighbourhood and local retail areas.</p>	<p>Compliant: The proposed development makes provision for 947 sq m net additional commercial floorspace and significant public realm improvements to transform West Hendon local</p>

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sector)		centre. The applicant estimates that the new homes will generate some £8.8m of retail expenditure to support the local economy.
Policy 3.16 (Co-ordination of housing	London requires additional and enhanced social infrastructure provision to meet the needs of its population.	<p>Compliant: The proposed development makes provision for some 3,870 sq m of social infrastructure floorspace (compared to 761 sq m at present). This will include a new 2FE primary school (3,066 sq m), community centre adjacent to the primary school (500 sq m) and provision within Block G5 on West Hendon Broadway (304 sq m).</p> <p>Obligations are sought to ensure that this provision is made, together with interim solutions that enable sufficient education and community facilities during the construction phase.</p>
Policy 5.1 (Climate change mitigation); Policy 5.2 (Minimising carbon dioxide emissions);	<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO₂ emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2010 to 2013: 25% (Code for Sustainable Homes level 4);</p> <p>Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green).</p>	<p>Compliant: The proposal is accompanied by an energy statement identifying measures to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy.</p> <p>The energy statement submitted with the application demonstrates how the development will achieve Code for Sustainable Homes (CSH) 2010 Level 4 which entails a 25% reduction in regulated CO₂ emissions. The strategy is based on the Mayor's energy hierarchy included in Policy 5.2. The scheme includes proposals for a CHP plant, photovoltaic panels, together with measures including energy efficiency measures include a well-insulated building fabric, high levels of air tightness and energy efficient appliances where appropriate.</p> <p>The development as a whole will comply with Building Regulations Approved Document Part L1a 2010 from the outset, prior to connection to CHP. The CHP plant will commence operation upon completion of Phase 4, and this is in advance of the 60% completion requirement that enables all units to satisfy the energy criteria of Code for Sustainable Homes level 4 prior to first occupation.</p> <p>All dwellings and non-residential units will be connectible to the district heating network, with a network spur incorporated into the initial design, and will benefit from low-carbon 'clean' combined heat and power.</p> <p>Conditions have been recommended to ensure that these are carried through into implementation. The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
Policy 5.3 (Sustainable design and construction)	Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance.	<p>Compliant: The proposal includes a range of measures to achieve an appropriate level in respect of sustainable design and construction, and provides an acceptable standard of environmental performance and adapt to the effects of climate change.</p> <p>The development is considered to demonstrate the influence of this policy and compliance with its key</p>

Policy	Content Summary	Extent of compliance and comment
		objectives. Conditions have been recommended to ensure that this is carried through to implementation.
Policy 5.6 (Decentralised energy in development proposals)	<p>Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>	<p>Compliant: The submission demonstrates how the development proposed would achieve acceptable reductions in carbon dioxide emissions and have good sustainability credentials.</p> <p>The energy statement submitted as part of the application identifies the provision of a single energy centre (within Block E) to service the scheme. This will include a gas fired combined heat and power plant, gas fired boilers and thermal storage tanks providing a 37% reduction in carbon emissions. In addition the Energy Statement identifies that roof mounted photovoltaic arrays will supplement renewable energy provision across the site leading to further reduction of 4% in CO2 emissions.</p> <p>The potential to expand the system beyond the site boundary is explored within the Energy Statement but is concluded to be unfeasible.</p> <p>The proposed energy strategy has been accepted by the GLA energy officer and conditions have been recommended to ensure that the suggested measures are adopted at implementation and as controlled the proposal is considered to be acceptable in this instance.</p>
Policy 5.7 (Renewable energy); Policy 5.9 (Overheating and cooling)	<p>Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation where feasible.</p> <p>Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.</p>	<p>Compliant: The submission demonstrates how the development proposed would achieve acceptable reductions in carbon dioxide emissions, with a proposed reduction of 42% through on-site energy generation in exceedence of London Plan requirements. It also demonstrates further principles to ensure good sustainability credentials.</p> <p>The applicant, within the submitted energy statement, demonstrates that on-site energy provision will be met by a single energy centre providing gas-fired CHP and gas-fired boilers, together with photovoltaic arrays.</p> <p>The energy statement also identifies interim measures for the detailed element of the scheme ahead of the energy centre being constructed.</p> <p>The proposals include design measures to reduce the potential for overheating and reliance on air conditioning.</p>
Policy 5.10 (Urban greening); Policy 5.11 (Green roofs and development site environs)	<p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.</p> <p>Proposals should be designed to include roof, wall and site planting to deliver as wide a range of the objectives associated with such planting as possible.</p>	<p>Compliant: The submission includes an open space strategy for the site, and landscape details for the detailed phase. These propose a range of green spaces for recreation and nature, together with proposals for planting within the streetscape.</p> <p>Details of these would be controlled through the conditions recommended to ensure that they achieve as many of the objectives of this policy as are possible.</p>

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<p>Policy 5.12 (Flood risk management); Policy 5.13 (Sustainable drainage)</p>	<p>Proposals must comply with the flood risk assessment and management requirements of set out in PPS25.</p> <p>Proposals should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other objectives of the London Plan.</p>	<p>Compliant: As conditioned the proposal is considered to demonstrate the influence of these policies and compliance with their key objectives.</p> <p>The proposal is accompanied by a Flood Risk Assessment. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal, subject to the conditions recommended.</p> <p>It demonstrates that due to the sites low permeability geology, infiltration SUDS are impractical and attenuation SUDS have not been used. However, it has identified SUDS measures to mitigate flood risk including pervious pavement, green roofs, swales and underground storage/settling measures. The FRA identifies that this will provide an additional advantage of improving treatment/betterment of water quality to avoid polluting the Welsh Harp.</p> <p>The FRA demonstrates that proposals will not lead to an increased risk of flooding on the site or elsewhere.</p> <p>Conditions have been recommended to ensure that the drainage provided as part of the development meets the requirements of this policy.</p>
<p>Policy 5.14 (Water quality and wastewater infrastructure); Policy 5.15 (Water use and supplies)</p>	<p>Proposals must ensure that adequate waste water infrastructure capacity is available in tandem with development.</p> <p>Development should minimise the use of mains water and conserve water resources.</p>	<p>Compliant: Thames Water has confirmed that there is adequate wastewater infrastructure to supply the development.</p> <p>The proposals will meet the mandatory standards set out in the Code for Sustainable Homes, which requires a reduction in water consumption to 105 litres/ person/ day, in accordance with London Plan policy 5.15. The scheme seeks to build water efficiency into the fabric and fittings of the design with water consumption reduced through the use of efficient internal sanitary fittings, rainwater harvesting for communal landscaping irrigation and green/brown roofs.</p> <p>An informative has been included to ensure that the proposal would minimise the use of mains water and conserve water.</p>
<p>Policy 5.17 (Waste capacity)</p>	<p>Suitable waste and recycling facilities are required in all new development.</p>	<p>Compliant: All blocks will incorporate basement refuse stores. These stores have been designed to the London Borough of Barnet Note on Waste Management (and will be required to reflect latest local authority requirements in each Reserved Matters). A series of 1,100 litre capacity bins will provide segregated handling for household waste, mixed recycling and organic waste. On collection days the on-site management team will collect the bins and truck them up to a collection area on West Street for collection.</p> <p>A separate "large item" waste storage room is proposed for removal of furniture or bulky items.</p> <p>Rear servicing to properties on West Hendon</p>

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		<p>Broadway will be retained where practical.</p> <p>Conditions are recommended which require the provision of suitable waste and recycling facilities.</p>
Policy 5.21 (Contaminated land)	Appropriate measures should be taken to ensure that contaminate land does not activate or spread contamination.	Compliant: Conditions are proposed to require the appropriate investigation and mitigation of any contamination.
6.1 (Strategic approach); 6.3 (Assessing effects of development on transport capacity)	<p>The Mayor will work with all relevant partners to encourage the closer integration of transport and development.</p> <p>Streetspace managed to take account of the different roles of roads for neighbourhoods and road users in ways that support promoting sustainable means of transport.</p> <p>Development should ensure that impacts on transport capacity and the transport network are fully assessed. Proposals should not adversely affect safety on the transport network.</p> <p>Transport assessments, travel plans, construction and logistics plans and service and delivery plans should be prepared in accordance with the relevant guidance.</p>	<p>Compliant: The application includes a range of measures to encourage access to the site by a range of modes of transport, including non-car modes. These measures include a residential travel plan seeking to encourage appropriate proportions of journeys by non-car modes of transport under the planning obligations and conditions recommended.</p> <p>The Transport Assessment submitted has assessed the impact of the scheme over an appropriate area of influence. No significant impacts on the adjacent local highway network have been identified. In addition, the proposals will retain and enhance the existing bus service that will circulate within the centre of the regeneration area and include the provision of three new bus stops, together with improvements to pedestrian and cycle links.</p> <p>The conditions and obligations recommended would ensure that the necessary transport related plans would be required and completed in accordance with the relevant guidance.</p>
6.5 (Funding Crossrail and other strategically important transport infrastructure)	Contributions will be sought from developments to Crossrail and other transport infrastructure of regional strategic importance to London's regeneration and development.	Compliant: The development would be required to make a contribution under the Mayoral Community Infrastructure Levy.
6.9 (Cycling); 6.10 (Walking)	<p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with in minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p>	<p>Compliant: Officers consider that the scheme proposes a suitable quality of pedestrian environment and the proposal would provide appropriate levels of facilities for cycles and cyclists, including improved connections to surrounding areas and open space through the provision of two pedestrian bridges.</p> <p>Conditions have been recommended to ensure that the objectives of these policies would be carried through to implementation.</p>
6.11 (Smoothing traffic flow and tackling congestion)	Take a coordinated approach to smoothing traffic flow and tackling congestion.	<p>Compliant: The proposal includes measures to minimise impact on traffic flow and tackle congestion.</p> <p>The Transport Assessment has assessed the impact of the scheme over an appropriate area of influence. It concludes that the net impact of the development proposals, and taking account of the mitigation measures proposed, the site's impact on the neighbouring highway network will be negligible.</p>

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6.13 (Parking)	The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for.	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and officers consider provides an appropriate level of parking in the relevant regards.</p> <p>It is considered that the proposed residential parking ratio of 0.8 per unit is policy compliant and will provide sufficient parking to help avoid overspill parking and problems for existing residents and on the wider highway network. The proposals also provide on-site electrical charging points, parking for disabled persons and cycle parking deemed to be in compliance with London Plan policy standards.</p> <p>Conditions have been recommended to ensure appropriate parking facilities, including electrical charging points and parking for disabled people are implemented.</p>
7.1 (Building London's neighbourhoods and communities)	In their neighbourhoods people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public transport to wider London. Neighbourhoods should also provide a character that is easy to understand and relate to.	<p>Compliant: The application is considered to demonstrate the influence of this policy and the design of this proposal accords with the objectives of this policy.</p> <p>The proposed development is based upon an illustrative master plan proposed by the applicant that has sought to reflect the character of the surrounding area, and the social and physical permeability and connectivity of the estate will be improved through the provision of an additional site access off the Broadway and Cool Oak Lane.</p> <p>The proposals include enhanced linkages between West Hendon Broadway and York Park the provision of a new primary school and co-located community centre that is intended to foster social interaction between different groups within the estate and create an inclusive community.</p>
7.2 (Inclusive environment)	Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people, have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.	<p>Compliant: The proposal includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community.</p> <p>Through the conditions recommended it would be ensured that the development would be implemented and operated to accord with the objectives of this policy.</p>
7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.	<p>Compliant: The proposal includes a number of elements to meet the requirements of this policy and the Metropolitan Police Service has confirmed that they are satisfied with the proposals.</p> <p>The master plan develops a well-connected, more traditional street network that seeks to reduce crime, or the fear of crime, through clear boundaries between private and public spaces and active frontages. The design of streets and open spaces has had regard for minimising crime and anti-social behaviour. The master plan and detailed design proposals have been reviewed by Barnet Police Secure By Design officers and are deemed to be compliant with these standards</p>

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7.4 (Local character); 7.5 (Public realm); 7.6 (Architecture)	<p>Buildings, streets and spaces should provide a high quality design response.</p> <p>Public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.</p> <p>Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.</p>	<p>Compliant: Officers consider that, subject to the requirements of the conditions recommended, the proposed development provides an appropriate and quality design approach to the buildings and spaces which form part of the application. The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives where they are relevant.</p> <p>The submitted design and access statement outlines the design principles of the master plan, and how it has had regard to local character, including the pattern and grain of local streets. Overall, officers accept that the master plan proposes a scale and design of development that is appropriate to its surroundings.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers.</p>
7.7 (Location and design of tall and large buildings)	Tall and large buildings should not have an unacceptably harmful impact on their surroundings.	<p>Compliant: Officers consider that the principle of accommodating tall buildings within the regeneration area is acceptable in policy terms .</p> <p>The tall buildings proposed as part of the scheme have been refined through an iterative pre-application design process involving LBB officers, local residents and stakeholders.</p> <p>The proposed towers are considered to assist in providing a distinct character and identity for the scheme, and are considered (through supporting townscape assessment by Peter Stewart Consulting) to assist in providing a strong sense of identity to the development, marking the presence in the wider townscape of an area that has no presence at all.</p> <p>The ES identifies that the provision of the buildings from urban areas such as the Broadway, the Hyde and the A406 are likely to be improved as the buildings act as landmarks for the surrounding area. However, the ES notes that negative impacts are expected on views from the Brent Reservoir and West Hendon Playing fields.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers.</p>

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7.8 (Heritage assets and archaeology)	<p>Development should identify, value, conserve, restore, reuse and incorporate heritage assets where appropriate.</p> <p>Development affecting heritage assets and their settings should be conserve their significance, by being sympathetic to their form, scale, materials and architectural detail.</p> <p>New development should make provision for the protection of archaeological resources, landscapes and significant memorials.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>English Heritage has responded that much of the site is unlikely to have significant archaeological remains, with the exception of Phase 3. English Heritage has no objection to the proposals provided that conditions are imposed requiring archaeological investigation within Phase 3.</p> <p>Conditions have been recommended by officers to ensure that the objectives of this policy are fully complied with.</p>
7.13 (Safety, security and resilience to emergency)	Proposals should contribute to the minimisation of potential physical risks and include measures to assist in designing out crime and terrorism.	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not raised any objections to the application.</p>
7.14 (Improving air quality)	<p>Proposals should:</p> <ul style="list-style-type: none"> - Minimise increased exposure to existing poor air quality and make provision to address existing air quality problems. - Promote sustainable design and construction to reduce emissions from the demolition and construction of buildings. - Be at least air quality neutral and not lead to further deterioration of poor air quality. - Ensure that where provision needs to be made to reduce development emissions this is usually on site. 	<p>Compliant: The environmental statement considers potential impact on air quality from the proposed development.</p> <p>It notes that some construction activities are likely to generate dust affecting nearby properties which can be addressed through proposed mitigation measures.</p> <p>The ES notes that the development is located within an Air Quality Management Area (an area of poor air quality), and indicates that emissions associated with the proposed development will have a slight adverse effect on air quality at existing properties within the vicinity of the development (on and off the site). There will be an increase in residential properties as a result of the development, introduced into an area where air quality is currently poor</p> <p>Mitigation measures, including mechanical ventilation, will be undertaken to improve air quality for residents living in these properties which will ensure that air quality meets acceptable standards.</p> <p>Conditions have been recommended to ensure that the objectives of this policy and identified mitigation measures would be carried through to implementation.</p>
7.15 (Reducing noise)	<p>Proposals should seek to reduce noise by:</p> <ul style="list-style-type: none"> - Minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of proposals. - Separate noise sensitive development from major noise sources wherever practical. - Promote new technologies and practices to reduce noise at source. 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The environmental statement considers potential noise impact from the proposed development. Whilst it is accepted that there will be some disturbance to nearby residential receptors during construction these will be localised and temporary in nature. Best practice mitigation measures are proposed and the proposed development would not have a significant adverse impact on neighbouring</p>

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		occupiers and users and the amenities of future occupiers would be adequately protected as far as is practicable in this instance.
7.16 (Green belt)	Protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.	Compliant: The proposals are considered to be in accordance with green belt policy. The estate is outside of the Metropolitan green belt.
7.18 (Protecting local open space and addressing local deficiency)	The loss of local protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would be appropriate	<p>Compliant: Officers consider that the proposed development is compliant with these policy objectives. The estate is not within an area of open space deficiency as identified within the Barnet Open Space, Sports and Recreational Facilities Assessment, 2009, although other surrounding areas within West Hendon are.</p> <p>The proposed development seeks to improve the quality of the existing York Park to encourage greater use and activity within it. The proposed development is in close proximity to existing playing fields to the north of the Welsh Harp, although at present there is no direct connection. The proposed Silk Stream Bridge will significantly enhance accessibility to this facility for residents of the development. In addition pedestrian linkages to open spaces accessed via Cool Oak Lane will be enhanced by the provision of a new bridge. In addition to York Park.</p> <p>A contribution will be made to enhancing off-site youth provision in the vicinity of the site.</p>
7.19 (Biodiversity and access to nature)	<p>Proposals should:</p> <ul style="list-style-type: none"> – Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity. – Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites. – Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan. 	<p>Compliant: Although much of the site is urban in nature, it fronts onto the Brent Reservoir SSSI. Much of this frontage is within York Park and includes a mature tree line and grassland.</p> <p>The ES proposes a series of mitigation measures including an ecological management plan to ensure that effects on the SSSI are minimised and the potential to enhance biodiversity across the site is incorporated into development proposals.</p> <p>Conditions and obligations have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>

Policy	Content Summary	Extent of compliance and comment
7.21 (Trees and woodlands)	<p>Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments.</p>	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. The proposal would result in the removal of trees but adequate replacement planting has been proposed.</p> <p>The existing trees on site are of variable quality with 21 category A trees, of which 2 are proposed to be removed. Existing trees are to be retained where possible, and the tree replacement strategy will reinforce the street hierarchy and provide continuity of character. In order to accommodate the regeneration of the estate and to optimise the development potential and density of the site, the removal of 82 trees on site is necessary. In mitigation, a significant number of new trees will be planted. There will be an overall replacement of two new trees for every one tree removed.</p> <p>Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
8.2 (Planning obligations; 8.3 (Community Infrastructure Levy)	<p>Development proposals should address strategic as well as local priorities in planning obligations.</p> <p>The supporting of Crossrail (where appropriate) and other public transport improvements should be given the highest importance, with Crossrail (where appropriate) having higher priority than other transport improvements.</p> <p>Importance should also be given to talking climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.</p> <p>Guidance will be prepared setting out a framework for the application of the Community Infrastructure Levy to ensure the costs incurred in providing infrastructure which supports the policies in the London Plan can be funded wholly or partly by those with an interest in land benefiting from the grant of planning permission.</p>	<p>Compliant: A comprehensive set of planning obligations will be required before planning permission can be granted.</p> <p>Discussions are currently taking place as to the planning obligations for this scheme,</p>

**Table 2: Analysis of the proposals compliance with Barnet's Local Plan Policies
(September 2012)**

Policy	Content Summary	Extent of Compliance and Comment
Core Strategy		
CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development)	Take a positive approach to proposals which reflect the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.	Compliant: the proposal is considered to constitute a sustainable form of development which complies with the relevant policies in the Local Plan. It has therefore been recommended for approval.
CS1 (Barnet's place shaping strategy – the three strands approach)	<p>As part of its 'Three Strands Approach' the council will:</p> <ul style="list-style-type: none"> - Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. - Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit. - Ensure that development funds infrastructure through Section 106 Agreements and other funding mechanisms. - Protect and enhance Barnet's high quality suburbs. 	<p>Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives.</p> <p>The West Hendon estate is identified on the Core Strategy key diagram as a priority estate where regeneration involving housing and economic growth will be expected, in line with the policy's place shaping strategy. The proposed development seeks to enhance physical and visual connectivity between the site and surrounding areas through provision of enhanced linkages and visual landmarks.</p> <p>The location is considered to be appropriate for a development of the form and nature proposed. The sites position within the Cricklewood, Brent Cross, West Hendon regeneration area positions it as a suitable location for increased density and building heights, while the emphasis on high quality design seeks to provide wider benefits to the surrounding area, in particular through the enhancement of West Hendon town centre..</p> <p>Recommendations include planning obligations to secure the achievement of appropriate contributions to the provision of local infrastructure. This excludes those contributions to wider strategic infrastructure items, such as secondary education, that will be covered under the Borough's own CIL system.</p>
CS3 (Distribution of growth in meeting housing aspirations)	Outside of the areas identified specifically for growth the approach to development opportunity sites will be set within the context of the density matrix in the London Plan. This will seek to optimise housing density to reflect local context, public transport accessibility and the provision of social infrastructure.	<p>Compliant: The proposed housing is in accordance with the density range identified in the London Plan (Table 3.2) and is considered to be in full accordance with the objectives of policy CS3.</p> <p>Development potential has been maximised at the site in order to assist with the scheme's viability.</p> <p>The West Hendon estate is identified within policy as a priority estate where regeneration will be expected to provide a greater range and variety of accommodation in order to meet the Decent Homes standard. The proposals are considered to be in full</p>

		<p>accordance with policy CS3 in terms of the location of housing growth and the quantum of additional housing that is expected to be delivered by 2020/21.</p> <p>The construction of up to 2,000 new dwellings will result in a net increase in housing stock at West Hendon of 1,403. The 597 existing poor quality dwellings will be demolished and replaced ensuring that replacement units are provided to a higher quality design and specification.</p>
CS4 (Providing quality homes and housing choice in Barnet)	<p>Aim to create successful communities by:</p> <ul style="list-style-type: none"> - Seeking to ensure a mix of housing products that provide choice for all are available. - Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles. - Seeking a variety of housing related support options. - Delivering 5500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings. - Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing. 	<p>Compliant: The submission is considered to demonstrate the influence of this policy and show compliance with its key objectives.</p> <p>The proposed redevelopment of the estate takes into account the requirements of different groups and sectors of the community and will provide a wider choice of additional high-quality homes, and create an inclusive and mixed community. The new dwellings will be predominantly apartments and duplexes blocks of up to nine storeys, some town houses and four tower blocks up to 29 storeys. The new dwellings will be of mixed tenure and will provide a mix of accommodation including 1, 2, 3 and 4 bedroom units.</p> <p>The proposal provides an appropriate mix of dwelling types and sizes and includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. This includes all the dwellings proposed being constructed to achieve the relevant Lifetime Homes standards.</p>
CS5 (Protecting and enhancing Barnet's character to create high quality places)	<p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> - Address the principles, aims and objectives set out in the relevant national guidance. - Be safe attractive and fully accessible. - Provide vibrant, attractive and accessible public spaces. - Respect and enhance the distinctive natural landscapes of Barnet. - Protect and enhance the gardens of residential properties. - Protect important local views. - Protect and enhance the boroughs high quality suburbs and historic areas and heritage. - Maximise the opportunity for community diversity, inclusion and cohesion. - Contribute to people's sense of place, safety and security. 	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The proposed development seeks to replace a largely flatted 1960s estate with modern housing.</p> <p>The Proposed Development has been through a substantial design review basis that has led to a significant reconfiguration of the site in comparison with the consented scheme.</p> <p>Officers are satisfied that this revised design approach proposed takes suitable account of its context, the character of the area, relationship with the SSSI and reservoir, the developments relationship with neighbouring buildings and spaces and provides a scheme of an appropriate design quality. The new dwellings proposed would all be of a sufficiently high quality internally, externally and in relation to their immediate context and the wider environment.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers.</p>

CS7 (Enhancing and protecting Barnet's open spaces)	<p>Create a greener Barnet by:</p> <ul style="list-style-type: none"> - Meeting increased demand for access to open space and opportunities for physical activity. - Improving access to open space in areas of public open space deficiency. - Securing improvements to open spaces including provision for children's play sports facilities and better access arrangements, where opportunities arise. - Maintaining and improving greening by protecting incidental spaces, trees, hedgerows and watercourses. - Protecting existing site ecology and ensuring development makes the fullest contributions enhancing biodiversity. - Enhancing local food production. 	<p>Compliant: The proposal provides sufficient quantities of green open space, including an enhanced York Park, supplemented by communal courtyards and gardens, and private amenity space. new communal area of amenity space and other soft landscaped areas.</p> <p>In addition two new footbridges are proposed to improve accessibility to existing areas of open space, sport and recreation provision around the Welsh Harp.</p> <p>As far as is reasonable conditions have been recommended to ensure that the green spaces provided are implemented in a manner which meets the objectives of this policy.</p> <p>The proposed development will increase the area of York Park marginally, with a connection from the Broadway. The proposals will significantly improve the quality of open space provision at the site, and improve links to existing off-site facilities.</p> <p>The submission is considered to demonstrate the influence of this policy and show compliance with its key objectives.</p>
CS8 (Promoting a strong and prosperous Barnet)	Expect major developments to provide financial contributions and to deliver employment and training initiatives.	Compliant: Discussions are taking place to determine the financial contributions that this scheme will provide.
CS9 (Providing safe, efficient and effective travel)	<p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of the police and compliance with its key objectives. Where appropriate conditions and obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>The Transport Assessment has assessed the impact of the scheme over an appropriate area of influence. It concludes that the net impact of the development proposals, and taking account of the mitigation measures proposed, the site's impact on the neighbouring highway network will be negligible. The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>Controls have been recommended to ensure that the use of a range of modes of transport is encouraged. These include a residential travel plan seeking to encourage appropriate proportions of journeys by non-car modes of transport (under the planning obligations and conditions recommended).</p> <p>Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for electric vehicles, pedestrians, cycles and cyclists.</p>

CS10 (Enabling inclusive and integrated community facilities and uses)	The council will ensure that community facilities are provided for Barnet's communities and expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities.	<p>Compliant: The recommendations made include planning obligations to secure the achievement of appropriate contributions to the provision of local infrastructure.</p> <p>The applicant has demonstrated that proposed development has undergone significant community engagement in order to consult with different groups within the local community. This is detailed within the Statement of Community Involvement submitted with the application.</p> <p>The proposed development makes provision for some 3,870 sq m of social infrastructure floorspace (compared to 761 sq m at present). This will include a new 2FE primary school (3,066 sq m), community centre adjacent to the primary school that may include nursery facilities (500 sq m) and provision within Block G5 on West Hendon Broadway (304 sq m).</p> <p>Obligations are sought to ensure that this provision is made, together with interim solutions that enable sufficient education and community facilities during the construction phase. This is in addition to new play and recreation facilities, open spaces and cycle and pedestrian facilities.</p> <p>This excludes those contributions to wider strategic infrastructure items, such as secondary education, that will be covered under the Borough's own CIL system at the point that this formally comes into effect.</p>
CS11 (Improving health and wellbeing in Barnet)	Will improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased access to green spaces and improving opportunities for higher levels of physical activity.	<p>Compliant: The design of the development has been influenced by the desire to create a healthy residential environment. The proposal is found to be compliant with the objectives of this policy</p> <p>The proposals will result in the demolition of the existing poor quality blocks and re-provision of a new built form comprising houses and apartments with access to more private amenity space and good quality, safe and useable public open spaces. The improvements proposed through the quality of building design and construction and the environment and public realm will make a significant contribution towards improving health and wellbeing, together with the provision of purpose built modern community centre and nursery school.</p> <p>Provision of new opens space and play areas combined with enhanced linkages for pedestrians and cyclists to surrounding recreational facilities such as Brent Reservoir will also provide opportunities for higher levels of physical activity in accordance with policy requirements.</p>
CS12 (Making Barnet a safer place)	<p>The Council will:</p> <ul style="list-style-type: none"> - Encourage appropriate security and community safety measures in developments and the transport network. - Require developers to demonstrate that they have incorporated community safety and security 	<p>Compliant: The design of the proposal is considered to demonstrate the influence of this policy and be compliant with the key elements of this policy.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals.</p>

	<p>design principles in new development.</p> <ul style="list-style-type: none"> - Promote safer streets and public areas, including open spaces. 	<p>A condition is recommended to ensure that the detailed design of proposed bridges is designed to ensure the safety of users.</p>
CS13 (Ensuring the efficient use of natural resources)	<p>The council will:</p> <ul style="list-style-type: none"> - Seek to minimise Barnet's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life. - Promote the highest environmental standards for development to mitigate and adapt to the effects of climate change. - Expect development to be energy efficient and seek to minimise any wasted heat or power. - Expect developments to comply with London Plan policy 5.2. - Maximise opportunities for implementing new district wide networks supplied by decentralised energy. - Make Barnet a water efficient borough, minimise the potential for fluvial and surface flooding and ensure developments do not harm the water environment, water quality and drainage systems. - Seek to improve air and noise quality. 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The applicant has submitted sustainability and energy statements with the application. These explain the proposed sustainability features. The proposal includes a range of measures designed to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy.</p> <p>The energy statement demonstrates how the development would achieve acceptable reductions in carbon dioxide emissions and has good sustainability credentials more widely, incorporating the inclusion of CHP as a component of the District Heating Network.</p> <p>The development as a whole will comply with Building Regulations Approved Document Part L1a 2010 from the outset, prior to connection to CHP. The CHP plant will commence operation upon completion of Phase 4, and this is in advance of the 60% completion requirement that enables all units to satisfy the energy criteria of Code for Sustainable Homes level 4 prior to first occupation.</p> <p>Water conservation measures will be applied to all dwellings with sustainable drainage applied to manage surface water.</p> <p>Other measures include the use of recycled and sustainable manufactured construction materials for main building elements (sourced locally where possible), efficient use of construction materials to minimise waste arisings and provision of waste recycling facilities to encourage recycling of municipal wastes and landscaping to integrate development with local ecological features and provide new habitats for wildlife.</p> <p>The proposal would not have a significant adverse impact on the local noise environment. The submission assesses the impact of the local noise environment on the development. The amenities of future occupiers would be adequately protected as far as is practicable in this regard.</p> <p>The proposal would not have a significant adverse impact on air quality and the impact of local air quality on the future occupiers of the development can be adequately mitigated.</p> <p>The proposal is accompanied by a Flood Risk Assessment. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal, subject to the conditions recommended. Conditions have been recommended to ensure that the drainage provided</p>

		<p>as part of the development meets the requirements of this policy. Thames Water has confirmed that there is adequate waste water infrastructure to accommodate the development. The scheme would minimise the use of mains water and conserve water.</p> <p>Appropriate conditions have been recommended to ensure that the proposal is implemented in a way that achieves the objectives of this policy.</p>
CS14 (Dealing with our waste)	The council will encourage sustainable waste management by promoting waste prevention, re-use, recycling, composting and resource efficiency over landfill and requiring developments to provide appropriate waste and recycling facilities.	<p>Compliant: It is considered that this development demonstrates the influence of this policy and subject to the conditions recommended would achieve the requirements of this policy.</p> <p>All blocks will incorporate basement refuse stores. These stores have been designed to the London Borough of Barnet Note on Waste Management (and will be required to reflect latest local authority requirements in each Reserved Matters). A series of 1,100 litre capacity bins will provide segregated handling for household waste, mixed recycling and organic waste. On collection days the on-site management team will collect the bins and truck them up to a collection area on West Street for collection.</p> <p>A separate "large item" waste storage room is proposed for removal of furniture or bulky items.</p> <p>Rear servicing to properties on West Hendon Broadway will be retained where practical.</p>
CS15 (Delivering the Core Strategy)	The council will work with partners to deliver the vision, objectives and policies of the Core Strategy, including working with developers and using planning obligations (and other funding mechanism where appropriate) to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development.	Compliant: The recommendations made include planning obligations to secure the achievement of appropriate contributions to secure the achievement of appropriate contributions to the provision of local infrastructure.
Development Management Policies		
DM01 (Protecting Barnet's character and amenity)	<p>Development should represent high quality design that contributes to climate change mitigation and adaptation.</p> <p>Proposals should be based on an understanding of local characteristics, preserve or enhance local character and respect the appearance, scale, mass, height and pattern of surrounding buildings, spaces and streets.</p>	<p>Compliant: The application demonstrates the influence of this policy and compliance with its key objectives. Where appropriate conditions have been recommended to ensure that the development implemented will achieve the objectives of the policy.</p> <p>The proposed development seeks to ensure high quality design that raises the quality of the surrounding area, and provides visual and physical connections into the site from West Hendon</p>

	<p>Development should ensure attractive, safe and vibrant streets which provide visual interest. Proposal should create safe and secure environments, reduce opportunities for crime and minimise fear of crime.</p> <p>Development should be designed to allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users. Lighting schemes should not have a demonstrably harmful impact on amenity or biodiversity. Proposals should retain outdoor amenity space.</p> <p>Trees should be safeguarded and when protected trees are to be felled the Council will require suitable tree replanting. Proposals will be required to include landscaping that is well laid out; considers the impact of hardstandings on character; achieves a suitable visual setting; provides an appropriate level of new habitat; makes a positive contribution to the surrounding area; contributes to biodiversity (including the retention of existing wildlife habitat and trees); and adequately protects existing trees and their root systems.</p>	<p>Broadway..</p> <p>The design and access statement outlines the design principles of the master plan, and how it has had regard to the local context, including the pattern and grain of local streets. The design approach proposed takes suitable account of its context, the character of the area, in close proximity to West Hendon town centre and within a regeneration area, the developments relationships with neighbouring buildings and spaces.</p> <p>Officers consider that the master plan proposes a scale and design of development that is appropriate to its surroundings. The scheme is also considered to be of a sufficiently high quality design internally, externally and in relation to its context and wider environment.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals and the development is found to create a safe and secure environment. Conditions have been recommended to ensure that appropriate street lighting implemented as part of the scheme.</p> <p>The design of the development is such that it would fulfil the requirements of this policy in respect of the amenities of both adjoining and potential occupiers and users. The scheme would provide an acceptable level of new outdoor amenity space.</p> <p>Natural England has not raised any objections to the proposal and the application includes measures to make a positive contribution to biodiversity. The proposal would result in the removal of trees, but adequate landscaping including replacement tree planting is proposed to mitigate the loss of trees.</p>
DM02 (Development standards)	<p>Development will be expected to demonstrate compliance with relevant standards, supported by the guidance provided in the Council's Supplementary Planning Documents.</p>	<p>Compliant: The submission is considered to demonstrate the influence of this policy and meets relevant standards.</p> <p>The detailed phase will achieve Code for Sustainable Homes (CSH) Level 4 for the residential units. The successive phases will achieve an equivalent rating or be in compliance with the latest building regulations.</p> <p>The entire development complies with Lifetime Homes, London Plan and London Housing Design Standards.</p> <p>Policy compliant levels of outdoor amenity and play space would be provided on site and 10% of the dwellings would be constructed to be easily adaptable to wheelchair accessible standards.</p>
DM03 (Accessibility and inclusive design)	<p>Developments should meet the highest standards of accessible and inclusive design.</p>	<p>Compliant: The proposal includes a range of measures to ensure that the development would provide an accessible and inclusive environment for all members of the community. A summary of this is provided in the Inclusive Design Criteria, section of the Design & Access Statement.</p>

DM04 (Environmental considerations)	<p>Developments are required to demonstrate their compliance with the Mayor's targets for reductions in carbon dioxide emissions within the framework of the energy hierarchy.</p> <p>Where decentralised energy is feasible or planned development will provide either suitable connection; the ability for future connection; a feasibility study or a contribution to a feasibility study.</p> <p>Proposals should be should be designed and sited to reduce exposure to air pollutants and ensure that development is not contributing to poor air quality. Locating development that is likely to generate unacceptable noise levels close to noise sensitive uses will not normally be permitted. Proposals to locate noise sensitive development in areas with existing high levels of noise not normally be permitted. Mitigation of noise impacts through design, layout and insulation will be expected where appropriate.</p> <p>Development on land which may be contaminated should be accompanied by an investigation to establish the level of contamination. Proposals which could adversely affect ground water quality will not be permitted.</p> <p>Development should demonstrate compliance with the London Plan water hierarchy for runoff, especially in areas prone to flooding.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>An energy centre will be incorporated within the development and will provide a CHP system.</p> <p>The design and energy strategies have been future proofed to ensure that they are fit for purpose and adaptable. In order to future-proof the development and enable connection to any emerging low-carbon heat source, the development will incorporate proposals to safeguard and simplify any future connection.</p> <p>An environmental statement has been submitted which demonstrates how the development has sought to mitigate any potential adverse environmental impact. This includes a number of technical reports, such as an air quality assessment, a noise assessment and a transport assessment, that demonstrate that the proposed scheme will not have a detrimental impact on the local environmental considerations. An energy statement has been submitted which demonstrates how the scheme will comply with the Mayor's energy hierarchy.</p> <p>The submitted environmental statement and technical appendices provide detailed information on contamination and ground conditions in accordance with the requirements of Policy DM04.</p> <p>A Flood Risk Assessment accompanies the application. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal, subject to the conditions recommended.</p> <p>Appropriate conditions have been recommended to ensure that the proposal is implemented in a way that achieves all of the objectives of this policy.</p>
DM05 (Tall buildings)	Tall buildings outside the strategic locations identified in the Core Strategy will not be considered acceptable.	Compliant: West Hendon is identified within the Local Plan as a strategic location where tall buildings are considered acceptable. The approach to tall buildings is supported by the GLA which considers the approach to taller elements along the reservoir as adding to the legibility of the area and marking the park.
DM06 (Barnet's heritage and conservation)	<p>All development to have regard to the local historic context and protect heritage assets in line with their significance.</p> <p>Development proposals to preserve or enhance the character and appearance of conservation areas and protect archaeological remains.</p>	Compliant: The Environmental Statement includes a Heritage Assessment, and no adverse effects were found.
DM08 (Ensuring a variety of sizes of new homes to meet housing need)	<p>Development should provide, where appropriate a mix of dwelling types and sizes in order to provide choice.</p> <p>Barnet's dwelling size priorities are 3</p>	Compliant: The submission is considered to demonstrate the influence of this policy and provides an appropriate mix of dwelling types and sizes.

	<p>bedroom properties the highest priority for social rented dwellings, 3 and 4 bedroom properties the highest priority for intermediate affordable dwellings and 4 bedroom properties the highest priority for market housing, with three bedroom properties a medium priority.</p>	<p>The West Hendon Estate is currently not a mixed and balanced community, being currently heavily balanced towards affordable housing. The proposals will deliver a mixed and balanced community through introducing private housing and a new range of intermediate tenancies.</p> <p>At present the illustrative masterplan provides an indication of how the housing mix might come forward. The strategic social rent mix is based on the known housing needs of the existing secure tenants on the estate. The intermediate mix is based on an assumed mix that will be market tested prior to each reserved matters planning application and will relate to the funding product that is available from the GLA at the time each phase is delivered.</p> <p>This has been refined further within Table 4.4 of the Development Specification document which seeks to establish a Strategic Housing Mix for the site.</p> <p>When taking into account the decant requirement of this development, and in particular those of the Barnet secure tenancies, the proposed strategic mix is considered to meet the strategic aspirations of Core Strategy Policy CS4 and DPD Policy DM08 and the financial and housing requirements bespoke to this estate renewal. In terms of social rent, the proposals will increase provision of 3-bed units from 0.33% (2 units) across the site to an illustrative 34 units comprising flats, duplexes and houses. With regards intermediate housing, whilst a maximum range of up to 30% intermediate three-bed provision is proposed, the reality of meeting affordability criteria West Hendon Planning Policy Addendum means that a large number of 3-beds is unrealistic. This is also true for 4-bed intermediate accommodation.</p>
DM10 (Affordable housing contributions)	<p>The maximum reasonable amount of affordable housing will be required on site, subject to viability, from new sites, having regard to the target that 40% of housing provision borough wide should be affordable.</p>	<p>Compliant: The proposal will replace all the affordable housing on site.</p> <p>Of the new housing a total 25% affordable housing will be provided.</p> <p>This affordable provision will be split 43% rented and 57% intermediated (by unit) as justified by the viability assessment submitted with this planning application. The affordable housing will be secured by way of S.106 agreement.</p>
DM15 (Green belt and open spaces)	<p>In areas which are identified as deficient in public open space, where the development site is appropriate or the opportunity arises the council will expect the onsite provision of public open space.</p>	<p>Compliant: the development proposals constitute the following:-</p> <ul style="list-style-type: none"> Public amenity space (York Park, Broadway Place & The Green) – 16,494m² (1,684m² increase on existing) Communal courtyard gardens – 13,162m² (3,378m² increase on existing) Private amenity garden space – 5,224m²

		<p>(5,224m² increase on existing)</p> <ul style="list-style-type: none"> • Private/community amenity rooftop space - 5320m² (5,320m² increase on existing) • Balconies – 10,866m² (uplift on existing unknown) • Front gardens / privacy planning – 1,655m² <p>In addition the two pedestrian bridges proposed will increase accessibility to existing recreation and sports provision adjacent to the Welsh Harp.</p> <p>The proposed development provides an increase in existing open space in quantitative terms and proposes a significant improvement in qualitative terms with improved facilities and landscaping to provide residential amenity and enhance biodiversity.</p>
DM16 (Biodiversity)	The Council will seek the retention and enhancement, or the creation of biodiversity.	<p>Compliant: Natural England has not raised any objections to the proposal and the application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity.</p> <p>Although much of the site is urban in nature, it fronts onto the Brent Reservoir SSSI. Much of this frontage is within York Park and includes a mature tree line and grassland.</p> <p>The ES proposes a series of mitigation measures including an ecological management plan to ensure that effects on the SSSI are minimised and the potential to enhance biodiversity across the site is incorporated into development proposals.</p> <p>Conditions and obligations have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
DM17 (Travel impact and parking standards)	<p>The Council will :</p> <ul style="list-style-type: none"> - Ensure that the safety of all road users is taken into account when considering development proposals. - Ensure that roads within the borough are used appropriately according to their status. - Expect major development proposals with the potential for significant trip generation to be in locations which are (or will be) highly accessible by a range of transport modes. Developments should be located and designed to make the use of public transport more attractive. - Require a full Transport Assessment where the proposed development is anticipated to have significant transport implications. - Require the occupier to develop, implement and maintain a satisfactory Travel Plan to minimise increases in road traffic and meet mode split targets. - Expect development to provide safe 	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. Conditions and obligations have been recommended to ensure that the objectives of this policy would be carried through to implementation.</p> <p>A Transport Assessment has been submitted which demonstrates that the residual cumulative impacts of the proposed development are minor considering the addition of new dwellings compared to those already present. Based on the net impact of the development proposals and taking into account the mitigation measures proposed it has been shown that the site's impact on the neighbouring highway network will be negligible.</p> <p>The level of proposed parking provision is considered to be appropriate for the estate based on its location. This is sufficient to comply with the Local Plan parking standards.</p> <p>The development has an appropriate degree of accessibility for the level of trip generation that the proposal would result in and controls have been</p>

	<p>and suitable access arrangements for all road users.</p> <ul style="list-style-type: none"> - Require appropriate measures to control vehicle movements, servicing and delivery arrangements. - Require, where appropriate, improvements to cycle and pedestrian facilities. - Parking will be expected to be provided in accordance with the following per unit maximum standards: <ul style="list-style-type: none"> i. 2 to 1.5 spaces for detached and semi-detached houses and flats (4 or more bedrooms). ii. 1.5 to 1 spaces for terraced houses and flats (2 to 3 bedrooms). iii. 1 to less than 1 space for developments consisting mainly of flats (1 bedroom). - Residential development may be acceptable with limited or no parking outside a Controlled Parking Zone only where it can be demonstrated that there is sufficient on street parking capacity. 	<p>recommended to ensure that the use of a range of modes of transport is encouraged.</p> <p>The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p> <p>Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The proposal would deliver acceptable facilities for pedestrians, cycles and cyclists.</p>
Adopted UDP (May 2006) Saved Policies (May 2009)		
GCrick Cricklewood, Brent Cross and West Hendon Regeneration Area	<ul style="list-style-type: none"> - The Council seeks integrated regeneration in the Cricklewood, Brent Cross and West Hendon Regeneration Area. - All development to the highest environmental and design standards - Aim to develop a new town centre over the plan period. 	<p>Compliant: the application delivers regeneration through investment in housing and high standards of design and sustainability. The proposal builds upon the area's strategic location and proximity to the railway station. West Hendon Broadway, the local shopping centre is also providing enhanced retail facilities available for the new residential uses. This provides for integrated regeneration.</p>
C1 Comprehensive Development	<ul style="list-style-type: none"> - The Council seeks the comprehensive development of the regeneration area in accordance with the area framework and delivery strategy. - Development proposals will need to meet policies of the UDP and their more detailed elaboration in the development framework. 	<p>Compliant: The West Hendon Estate comprises the north west sector of the regeneration area and therefore much of the document is focussed on the main Brent Cross site. It is recognised in paragraph 7.2.12 of the Local Plan Core Strategy that The redevelopment of West Hendon is being taken forward in parallel, but independently of the regeneration of Brent Cross – Cricklewood.</p> <p>However the proposals follow the policy principles to provide for good quality sustainable development that delivers an enhanced quality of life for present and future residents.</p> <p>An improved York Park is proposed to provide better open space suited to residents' needs, and with links through a new civic square and the Broadway, which is an integral part of this application. The poor quality of the existing housing is also recognised.</p>
C1(A) West Hendon	<p>This represents the specific site allocation for West Hendon.</p> <p>The mixed-use regeneration of the area</p>	<p>Compliant: The application provides high density housing, through re-providing 28,445sqm of affordable housing. The development ensures design quality, it provides a range of 1, 2, 3 and 4</p>

	<p>should comprise:</p> <ul style="list-style-type: none"> -high quality design, high density housing, a mix of unit sizes and affordability. Lifetime homes, and wheel chair accessibility. -a new local centre to include a mix of uses - Protection of the Welsh Harp SSSI and its integration with the development and open space. -Increased capacity on the A5 to assist buses -Improvement of transport links to and facilities at Hendon Railway Station. 	<p>bedroom dwellings, of which 25% are affordable.</p> <p>The development does not propose the fully comprehensive redevelopment of the local centre as identified in the Policy (and existing planning consent) although it will provide an improved retail offer with new purpose built units. In addition the new homes will generate £8.8m of spending demand to support the local centre.</p> <p>The application also includes improved access to the local centre. It will also return vacant areas within the Broadway to active use. There will be an improved public realm through the creation of a new civic area in the vicinity of the development.</p> <p>The development also includes enhanced community facilities through the provision of a new primary school and additional community floorspace adjacent to the primary school and on West Hendon Broadway.</p> <p>The measures to protect the Welsh Harp SSSI have been set out in the Environmental Statement and will be controlled through an Ecological Management Plan recommended to be secured through planning condition. The interface of the reservoir and upgraded York Park is a priority and is set out in detail within the Landscape chapter of the DAS.</p> <p>The proposed development makes provision for the removal of the Perryfield Way Gyratory allowing improvements to traffic flow and bus movements along West Hendon Broadway and Station Road. This will also increase the residential amenity for estate residents. This is set out in the Transport Assessment.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers. This seeks to ensure design quality consistency across all phases of development.</p>
C2 Urban Design & Quality	<p>-The Council will seek to achieve the standards of urban design for the Regeneration Area to result in a development of landmark quality.</p>	<p>Compliant: The strategic design principles provide a clear strategy with which the future detailed planning application and future reserved matters will be based.</p> <p>A condition is proposed requiring reserved matters applications to be in accordance with the Design Guidelines submitted as part of the application and revised following review by London Borough of Barnet officers. This seeks to ensure design quality consistency across all phases of development.</p>
C3 Urban Design – Amenity	<p>-The development should protect and improve the existing amenities of existing residents.</p>	<p>Complaint: The strategic phasing strategy has been devised to ensure that the demolition will involve minimal disruption to residents while facilitating a logical decant facility enabling secured tenants to continue to live on site.</p> <p>The long term benefits of the development are</p>

		significant and considered to outweigh the disruption caused by construction in the short term.
C4 Sustainable Design	<p>The Council will seek to ensure that the Regeneration Area pursues the highest standards of environmental design, including:</p> <ul style="list-style-type: none"> -an integrated network of public open spaces -Ensure the restoration and enhancement of the River Brent, without detrimental impact to the Brent Reservoir SSSI. -There must be a buffer zone, appropriate protection of legally protected species, and opportunities taken to enhance the biodiversity of the area. 	<p>Compliant: Natural England has not raised any objections to the proposal and the application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity and the protection of the Brent Reservoir.</p> <p>Although much of the site is urban in nature, it fronts onto the Brent Reservoir SSSI. Much of this frontage is within York Park and includes a mature tree line and grassland.</p> <p>The ES proposes a series of mitigation measures including an ecological management plan to ensure that effects on the SSSI are minimised and the potential to enhance biodiversity across the site is incorporated into development proposals.</p> <p>Conditions and obligations have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
C5 West Hendon and Cricklewood Town Centres	-The Council will aim to maintain and enhance the viability & vitality of the West Hendon & Cricklewood town Centres.	Compliant: It is considered that the viability and vitality of the West Hendon local centre will be enhanced by this development through the provision of new commercial units, and an increase in local population to support the centre. Further details are set out in the Retail Impact Assessment.
C6 Brent Cross New Town Centre	n/a	n/a
C7 Transport Improvements	n/a	n/a
C8 Parking Standards	This sets out maximum parking standards of 1 space per residential unit within the Regeneration Area, with retail parking provision to accord to London Plan standards.	0.8 spaces per residential unit is proposed to be adopted across the scheme in accordance with this policy.
C9 Housing and Community Development	This policy deals with housing and community development within the Cricklewood and Brent Cross Areas. However, it notes that in West Hendon an additional 2,200 homes will come forward.	Compliant: the proposed development contributes will contribute 2,000 units on top of the 192 units already built within West Hendon towards this target.
C10 Employment	n/a	n/a
C11 Implementation	The Council will require developers to provide on-site and off-site infrastructure, facilities and services to support the regeneration of the area.	Compliant: the applicant is in discussion over the Mayoral CIL charges and section 106 contributions.
Cricklewood, Brent Cross, West Hendon Regeneration Area Development Framework SPD 2005.		
The SPD notes that West Hendon will provide approximately 2,200 units and with regards to affordable housing, the existing affordable housing must be replaced with an equivalent amount. The document recognises that to do this, the density will need to increased having regards to the sensitivity of the site adjacent to the Welsh Harp Reservoir.		<p>Compliant:</p> <p>Compliance is dealt with under UDP Policy C1 above in additional to the response here.</p> <p>In summary the principles set out in the SPG have been followed through in the proposals. Existing</p>

<p>The following specific objectives are also contained within the SPG:</p> <ul style="list-style-type: none"> - An existing SSSI that will require a management plan to be formulated as part of any proposals for redevelopment at West Hendon to protect the natural character and encourage bio-diversity. It is important that human disturbance of natural habitats is minimised, but education and enjoyment of this unique resource is stimulated. - A new and remodelled open space to form a buffer between a redeveloped West Hendon Estate and the Welsh Harp Reservoir. - A new Square at the heart of the revitalised West Hendon local centre. - Capacity restraints will be relieved in West Hendon town centre by the widening of the A5 and junction improvements. - A new residential quarter will be created around the Welsh Harp Reservoir. There will be improved access for pedestrians and cyclists between the new local centre, the new homes, the Welsh Harp and Hendon Station. 	<p>housing needs have evolved since the document was adopted, and these needs are reflected in the submission. The Proposed Development has also responded to changing economic conditions since the preparation and adoption of the SPG.</p> <p>An equivalent quantum of affordable housing as present is included as part of the proposals.</p> <p>The objectives set out in the SPG have been followed through in the proposals.</p>
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Key relevant local and strategic supplementary planning documents

Local Supplementary Planning Documents and Guidance:

Infrastructure Delivery Plan (2011)

Residential Design Guide (2013)

Sustainable Design and Construction (2013)

Affordable Housing (February 2007)

Planning Obligations (Section 106) (April 2013)

Strategic Supplementary Planning Documents and Guidance:

Accessible London: Achieving an Inclusive Environment (April 2004)

Housing Supplementary Planning Guidance (November 2012)

Sustainable Design and Construction (May 2006)

Shaping Neighbourhoods: Play and Informal Recreation (September 2012)

Providing for Children and Young People's Play and Informal Recreation SPG (2008)

Land for Transport Functions SPG (September 2012)

London's Foundations SPG (March 2012)

APPENDIX 3: Red Line Plan, Illustrative Masterplan

Appendix 4 – Summary of Consultation Responses

SITE LOCATION PLAN:

[TO ADD]