

# WEST HENDON

## STATEMENT OF COMMUNITY INVOLVEMENT

June 2013 Addendum

HardHat



## INTRODUCTION

This addendum contains additional information requested during post application discussions with London Borough of Barnet Planning Officers.

## UPDATED RESPONSE TO DECEMBER EXHIBITION

TOPIC	FEEDBACK	RESPONSE	ADDITIONAL INFORMATION
<b>TALL BUILDINGS</b>	"The buildings, given their height, seem too close together, probably making for dark corridors of road."	The spaces between the tall buildings are 78m, 115m and 64m. These distances have been assessed by the Daylight/Sunlight consultant.	
	"Buildings too close and high to Welsh Harp."	There is a no build buffer zone between the buildings and Welsh Harp which is a minimum of 20m.	As shown in the DAS the building frontages are up to 45m away from the Welsh Harp. The proposed scheme has also removed a road and car parking from the Welsh Harp edge/York Park, which was part of consented scheme. The aim of removing the road and car parking from this edge is to minimise disturbance to the SSSI. This also allows for better integration of the new homes with York Park as the residents do not have to cross a road to access the park.

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	<p>“Concerned about height of blocks.”</p>	<p>The intention is to use brick as the primary material. It weathers well and does not have the association of 60/70s buildings in concrete.</p>	<p>The building heights have been independently assessed by the GLA design review panel (refer GLA Stage 1 Report dated 15.05.13) and by an independent townscape consultant (Peter Stewart Consultancy) and these reports have returned satisfactory comments on the proposals and the composition of the tall buildings. The GLA report notes that ‘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 GLA report also notes that ‘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 codes are well considered’.</p>
	<p>“Concerns over shadowing/ overlooking of Blocks and Towers into development.”</p>	<p>These overshadowing concerns has been assessed by the daylight/sunlight consultant.</p>	<p>These overshadowing concerns has been assessed by the daylight/sunlight consultant to ensure that the communal spaces receive the required amount of sunlight as stipulated within the BRE assessment criteria.</p>

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	<p>“Will also no doubt block the view many people currently have of the Welsh Harp.”</p>	<p>A new view of the Welsh Harp is being opened up on axis with the station which will be enjoyed by both people living in the new neighbourhood and people using the Broadway.</p>	
	<p>“All residents retain their right to light ie the lights on that they receive in their existing homes must be retained and maintained in their new property.”</p>	<p>These Right to Lights have been assessed by the Daylight/Sunlight consultant for existing and proposed properties.</p>	
	<p>“The new proposed building are going to very severely affect the lighting on the property of the flats.”</p>	<p>As previous comments.</p>	
<b>PARKING</b>	<p>“Concerned about the parking when Perryfields Way car park closes. Especially on a Friday.”</p>	<p>The Warner Close car park will be refurbished to make up for the closure of the Perryfields Way car park. Traffic surveys have been carried out and confirm there is sufficient space to accommodate.</p>	<p>Allowance has been made for review of local Controlled Parking Zones throughout the development programme.</p>
	<p>“It wouldn't be enough parking space and all the streets will be affected.”</p>		
	<p>“Insufficient car parking at 80% of the units, despite availability of cars.”</p>	<p>New residents will be aware of the parking restrictions prior to buying an apartment. Secure tenants will have the opportunity to discuss their requirements for a parking space.</p>	<p>Analysis of the parking demands based on local car ownership patterns for the proposed unit sizes and tenure mix has been undertaken and indicates that the parking provision is appropriate.</p>
	<p>“I have concerns about our parking for our car, as my husband and son are disabled and at the moment a disabled space is allocated to us within the car park.”</p>	<p>Disabled spaces will be provided within the proposed development.</p>	<p>Disabled spaces will be provided within the proposed development. Blue badge parking bays will be provided on street and can be arranged in appropriate locations for specific needs via agreement with LBB on implementation of the parking controls.</p>

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	<p>"I would like to know where business parking would eventually end up. In principle I support the scheme, as it will make this part of Hendon much safer."</p>	<p>Business parking is to be replaced on a like-for-like basis and is currently proposed as on-street parking bays within the new estate roads close to The Broadway.</p>	
<b>ACCESS</b>	<p>"Concerns with newly created road from the development on to Cool Oak Lane. Will generate problems in regard to traffic congestion/possible accidents. May need to consider a one way route."</p>	<p>Highway improvements will be carried out to mitigate any changes in traffic volumes.</p>	<p>The capacity of Cool Oak Lane junction with Hendon Broadway is to be improved and is anticipated to ease access from side roads onto Cool Oak Lane as queuing from the signal junction will be reduced.</p>
	<p>"Concerned about traffic that will be generated."</p>	<p>Highway improvements will be carried out to mitigate any changes in traffic volumes.</p>	<p>Modelling of the proposals with future traffic flows has been agreed with TfL and LBB and indicates improved highway conditions on implementation of the proposed highway works.</p>
	<p>"The Edgware Road as it is now is always congested and suffering tailbacks. How will it cope with the extra traffic the new larger estate will bring."</p>	<p>The proposal is to remove the bus lanes which will provide extra capacity for the traffic.</p>	<p>Modelling of the proposals with future traffic flows has been agreed with TfL and LBB and indicates improved highway conditions on implementation of the proposed highway works.</p>
<b>REHOUSING</b>	<p>"Disappointed about the length of time to wait to be moved."</p>	<p>The regeneration project is a huge undertaking that will take more than 15 years to complete. Some people will move earlier than others but BMLLP will ensure that residents are kept informed as to when they will move at the earliest opportunity. BMLLP will aim to give tenants at least 12 months notice of their moving date.</p>	<p>A Decanting Strategy has been submitted with this application.</p>

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	<p>"I asked about rehousing people who're not non-secure tenants which is not now but they said 2017."</p>	<p>Barnet Council non-secure tenants will be rehoused by the Council off the estate at the time when their properties are required for demolition. This will be carried out in phases. The decant strategy included in this application sets out when people are likely to move.</p>	
	<p>"It's important that residents be rehoused in the same area and some recompense be made for the alterations/ decoration of the flats they live in."</p>	<p>All leaseholders and freeholders on the estate will have their properties purchased at market value, plus relevant statutory compensation at the time when their properties are required for demolition.</p>	
<p><b>IMPACT ON SSSI</b></p>	<p>"No infringement on the Welsh Harp SSSI and its species of wildlife."</p>	<p>The ecological proposals have been developed to take account of the Welsh Harp Management Plan and include measures to improve the integration and appreciation of the West Hendon site with the adjacent reservoir.</p>	<p>Managing potential disturbance has been a key driver for this project and our regular discussions with the Canal and River Trust, the Welsh Harp Conservation Group, Natural England, the Welsh Harp Joint Consultative Committee and the Environment Agency have heavily influenced our landscape strategy.</p>
	<p>"It will destroy the Welsh Harp nature reserve."</p>		<p>A strong green buffer will run along the entire length of the eastern shore of the reservoir with buildings a minimum of 20 metres from the SSSI boundary and, typically, 40 metres from the reservoir.</p>

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	<p>“My concerns [include] the effect on the wildlife.”</p>		<p>There will be new areas of tree planting, wetland and grassland, and species-specific bird habitats will be created within the parks and gardens, and the buildings will also have a range of green and brown roofs.</p>
<p><b>INCREASED PRESSURE ON FACILITIES</b></p>	<p>“Overpopulating the area and over development will be too much for our infrastructure to schools, dentists, GPs, roads etc.”</p>	<p>Halcrow have assessed the socio-economic impact of the scheme and have recommended mitigations where required for the increased population.</p>	
	<p>“There seems to be a massive increase in the number of inhabitants, therefore in the density of the population from 600 to 2000 people, with, apart from one junior school and a community centre, no extra provision of services such as GP surgeries or dentists.”</p>	<p>A Health Impact Assessment included in this application concludes that there are adequate GP surgeries and dentists within 2km of the development.</p>	
	<p>Will there be local shops?</p>	<p>There will be new shops provided on The Broadway.</p>	
<p><b>DISRUPTION DURING THE CONSTRUCTION</b></p>	<p>“If this re-generation is in conjunction with Brent Cross, we, or West Hendon, will be in the middle of a building site for many years.”</p>	<p>A Construction Management Plan will ensure that disruption is kept to a minimum while construction work is being carried out. Barratt Homes are a member of the Considerate Constructor Scheme which ensures contractors minimise the impact of construction on neighbouring residents.</p>	



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	<p>“This in effect means we shall be living on a building site (and witnessing all this entails, dust, dirt noise etc.) for probably at least the next ten years or so.”</p>		
	<p>“The thought of more and more years of living in the middle of a building site is almost unbearable.”</p>		
<b>RAMSEY CLOSE</b>	<p>“Ramsey Close should be part of the scheme.”</p>	<p>Ramsey Close was discounted as part of the masterplan in order to minimise the impact on residents during construction and to reduce the financial risk attached to the scheme.</p>	
<b>LACK OF SOCIAL HOUSING</b>	<p>“Increase council homes, not lessen to accommodate privately owned.”</p>	<p>The residential units are mixed tenure and 25% of the housing provided will be affordable.</p>	
	<p>“Not enough socially rented housing.”</p>		

## COMMUNITY ENGAGEMENT SINCE SUBMISSION

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

DATE	ACTIVITY
March 6	BMLLP attendance at Residents Regeneration Group (RRG) meeting
March 14	BMLLP presentation to Welsh Harp Joint Consultative Committee.
March 25	Distribution of newsletter and survey of estate leaseholders and freeholders.
April 18	BMLLP attendance at RRG meeting.
May 9	The BMLLP Development Team answered questions at an open meeting of residents held in the community centre. More than 60 residents attended the meeting.
May 9	A briefing of the submitted planning application was carried out with West Hendon MP Matthew Offord.
May 23	A site visit and presentation was arranged for the 'Welsh Harp Conservation Group'.

## FUTURE COMMUNITY ENGAGEMENT

BMLLP has been engaged with estate residents since the development team first became involved with the regeneration. It has been a continuous member of the Residents Regeneration Group since its inception and is committed to remaining fully engaged with residents and stakeholders throughout the lifetime of the project.

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.

## WEST HENDON REGENERATION PARTNERSHIP BOARD

The Partnership Board brings together the key stakeholders involved in the regeneration of the West Hendon Estate. 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.

The Board will consist of members with sufficient seniority to be influential within their respective organisations and with one another. The Board will be small enough to be effective but large enough to give appropriate representation from constituent parties and include the necessary range of skills and expertise. It is currently proposed that the Board should consist of up to 15 members from the following groups:

- London Borough of Barnet
- BMLLP
- Barnet Homes
- Residents of the estate
- Other community members

It is proposed that at least two public Board meetings will be called each year over the course of the regeneration project. The Partnership Board meetings will be held monthly or as frequency requires. Meetings of the Partnership Board must be held on the West Hendon estate.

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## CONSTRUCTION LIAISON

BMLLP fully appreciates that change can be a source of disruption if not managed carefully. BMLLP will ensure that its construction team endeavours to communicate with all those affected by the works and wherever possible give plenty of notice.

Regular newsletters will be distributed to all residents and stakeholders informing residents on current and future building work. A 24 hours and day, 7 days a week hotline and email address will be set up and staffed to answer residents' queries.

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**HardHat**

The Building Centre  
26 Store Street  
London WC1E 7BT  
020 7636 6603  
hardhat.co.uk

telephone  
web