

**THE LONDON BOROUGH OF BARNET  
(WEST HENDON REGENERATION AREA) CPO No 1- 2014**

STATEMENT OF EVIDENCE THOMAS WYLD. Biology BSc (Hons).  
(Principal Planning Officer for the London Borough of Barnet)

PLANNING INSPECTORATE REF: APP/NPCU/CPO/N5090/74016

## 1. INTRODUCTION

### 1.1. QUALIFICATIONS AND EXPERIENCE

1.2. My name is Thomas Wyld. Biology BSc (Hons).

1.3. I am a Principal Planning Officer for RE (Regional Enterprise) Ltd, a joint venture between the Council and Capita plc. I started working for RE on 1st October 2013 and immediately prior to this I had worked as a Planning Officer for the London Borough of Barnet since 1st March 2004.

1.4. The Council's Major developments team deals with the larger and more complex planning submissions received by Barnet Council, including Regeneration schemes and developments of a strategic nature to the London Borough of Barnet and the wider region.

1.5. I undertake strategic level decision making for large scale major developments and regeneration schemes. In August this year I accepted a post as principal planner working on the Brent Cross Cricklewood Regeneration scheme, a comprehensive mixed use scheme including 7,000 residential units, the enlargement of the existing Brent Cross Shopping centre and, a new town centre and office district. The development also includes a significant level of infrastructure to support the resulting development.

1.6. I have been the case officer for the West Hendon Regeneration scheme, which involves 2000+ unit redevelopment of a dilapidated 1960's Council estate transforming the area to create a balanced, mixed and inclusive community.

1.7. I have a good understanding of the Order Land within the wider context of the regeneration area and the relevant planning policy issues.

1.8. My evidence will address:

**Part 2** Background to the Scheme

**Part 3** Planning Permission for the Scheme

**Part 4** Compliance with Adopted Planning Framework

**Part 5** Objections to the Order.

## 2. BACKGROUND TO THE SCHEME.

- 2.1 The London Plan 2004 identified Cricklewood/Brent Cross as an Opportunity Area in North London (Appendix 1). The Mayor undertook in Policy 5-E.2 (Appendix 1) (Opportunity Areas in North London) to work with Barnet Council to draw up planning frameworks for this area with the intention of bringing forward the delivery of 5,000 New Homes and 5,000 new Jobs by 2016.
- 2.2 The resulting collaboration of the Mayor of London and London Borough of Barnet resulted in a Supplementary Planning Guidance (SPG) document, 'Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework' (the Development Framework).
- 2.3 The Development Framework was adopted in April 2004 by the London Borough of Barnet, and was updated in December 2005. West Hendon was identified as an area for high density regeneration where approximately 2,200 units would be provided. The existing affordable housing was to be replaced by an equivalent amount, type and mix of new affordable housing funded by private sector investment.
- 2.4 The key Features of the West Hendon Residential Quarter and local centre as identified within the Development Framework are:
- Low, medium and high rise homes of mixed tenure at 100 – 200 units per hectare
  - Retail, commercial and leisure uses, including health and fitness, local community centre, youth sailing base with shops and cafes
  - Health care and children's facilities
  - New and improved public open space
  - Protection of the Welsh Harp whilst allowing greater public enjoyment
  - A new town square and transport interchange
  - Improvements to the local road network
  - New pedestrian bridges crossing the Welsh Harp at Silk Stream and cool Oak Lane.
- 2.5 The Barnet Local Plan (Core Strategy) [CDC.03] adopted in September 2012 designated the West Hendon Estate as one of the Council's Priority Housing Estates for Regeneration, falling within the growth part of Barnet's Three Strands Approach "Protection, Enhancement and Growth" which seeks to guide development in the Borough.
- 2.6 The redevelopment of the West Hendon Estate is a long-standing priority of the Council. Barnet's Local Plan (Core Strategy) [CDC.03 p44, para 7.2.12], adopted September 2012, states that:

*"...it is a major priority to regenerate failed housing estates in Barnet. Major estates at Dollis Valley, Grahame Park, Granville Road, Spur Road – Stonegrove and West Hendon are identified.... These estates 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."*

- 2.7 The Core Strategy further identifies the following proposals for West Hendon Estate [CDC.03 p45, 'WEST HENDON']:

*"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 approximately 1,500 homes. In addition approximately 10,000m<sup>2</sup> of non-residential floorspace will be built to help create a focal point around a new town square. This programme is under way. It is estimated that the scheme will be completed before 2026. The redevelopment of West Hendon Estate is being taken forward in parallel, but independently of the larger regeneration of Brent Cross - Cricklewood Schemes".*

- 2.8 Prior to the 2013 Permission, discussed in part 3 below, a previous masterplan for the development of the Estate was approved in Outline in 2008. The 2008 Permission was for:

- 2.9 *"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."*

- 2.10 In addition a pilot phase of 8 houses was approved under a detailed planning permission within the Estate under reference W13230A/07. This is referred to as Phase 1.

- 2.11 Reserved matters were submitted for the initial substantive sub Phase of the development under reference H/04103/08. This phase, titled 'Lakeside' included 186 units and is referred to as Phase 2.

- 2.12 The 8 units of the Phase 1 and the 186 units Phase 2 have both been implemented. The 2013 Permission commences at Phase 3.

### 3. PLANNING PERMISSION FOR THE SCHEME

#### 3.1 SUMMARY OF THE EXTANT 2013 PERMISSION

3.2 On 15th March 2013 the Developer submitted a planning application, reference H/01054/13, for:

*'Hybrid planning application for the demolition and redevelopment of the West Hendon Estate to accommodate up to 2000 residential units, a new 2 form entry primary school, community building and commercial uses and associated open space and infrastructure comprising:*

*Outline submission for the demolition of existing buildings and the construction of up to 1642 new residential units (Class C3); up to 3,870m<sup>2</sup> (GEA) of D1 Class floorspace comprising nursery and primary school and community centre uses and up to 1,635m<sup>2</sup> (GEA) Class A1/A2/A3/A4/A5/B1 floorspace, within buildings ranging from 2 to 29 stories, associated cycle and car parking provision including basement level parking, landscaping and public realm works, interim works, associated highway works, and two pedestrian bridges across the Welsh Harp.*

*Full planning submission (Phase 3 Blocks G1, G2, E1, E2, E3, E4) for the construction of 358 new residential units (Class C3), and 131m<sup>2</sup> (GEA) Class A1/A2/A3/A4/A5/B1 floorspace, within buildings ranging from 5 to 26 stories, cycle and car parking provision including basement level parking, associated landscaping and public realm works, associated highway works, energy centre, and interim works'.*

3.3 The planning submission was accompanied by an Environmental Statement [CBD.24].

3.4 The Scheme comprised the comprehensive redevelopment of the West Hendon Estate. Sub Phases 3a and block E2 within sub phase 3c have been submitted in detail. The remaining development has been submitted in outline only.

3.5 The Scheme excluded some areas previously within the red line of the 2008 Permission. Exclusions included: a large area of the A5 frontage; Ramsey Close; the former Welsh Harp Sailing Base and associated car park; and areas of previous development (Phases 1 and 2).

3.6 The Application was taken to the Planning and Environment Committee on 23 July 2013 [CDB.34] with a recommendation for approval subject to no direction being received to refuse the application from the Mayor of London and the developer entering into a Section 106 Agreement.

3.7 Resolution was reached to grant planning permission for the Scheme subject to the Mayor's agreement and the completion of the Section 106 Agreement.

3.8 The Mayor confirmed he had no objection to the council determining the application in his Stage 2 report of 7 August 2013 and the Section 106 Agreement was completed [CDB.36]. Permission was granted on 20 November 2013. [CDB.37]

### 3.9 PHASING OF THE SCHEME

- 3.10 Phasing for the Scheme is tightly constrained by the residential decant requirements and the need to rehouse secure tenants within the site. Parameter Plan 009 [CDB.03] of the Scheme, sets out the strategic approach to phasing of the site, based upon the decant strategy, the provision of certain works on the site and financial viability of the various Phases.
- 3.11 The Scheme relates to strategic Phases 3, 4, 5 and 6. The commencement of the Scheme's phasing at Phase 3 seeks to avoid confusion with the Pilot Phase (Phase 1) and the Lakeside Phase (Phase 2) both of which have been implemented under earlier permissions.
- 3.12 The approach is detailed further in the submitted Phasing Strategy **CDB.13**, which identifies that Phase 3 is divided into three sub phases:
- Phase 3a – comprising Blocks G1, G2, E1, E3 and E4 which have been approved in detail
  - Phase 3b – comprising Blocks F5 and F6 which have been approved in outline.
  - Block 3c – comprising blocks G4, H3, H4, F1, F2, F3, F4 which have been approved in outline and E2 which has been approved in detail. (E2 is the only Block within sub phases 3b and 3c which is not within the Order Land.)
  - The Section 106 Agreement includes a phasing Plan 'Plan 3' [CDB.36] which identifies sub phases 3a, 3b and 3c.
- 3.13 The Developers have applied to amend the sub phasing for Phase 3 by means of an application to vary the Section 106 Agreement.
- 3.14 The proposed variation was reported to Planning committee on 29 October 2014 [CDB.38] and was recommended for approval. Upon completion of a deed of variation to the Section 106 Agreement, Block E2, (which has been approved in detail), would be delivered as a part of Phase 3a rather than Phase 3c. Blocks F1, F2, F3 and F4 would be delivered in Phase 3b rather than Phase 3c.
- 3.15 The variation will include an amendment to 'Plan 3' of the Section 106 Agreement [CDB.36], where the sub phasing of Phase 3 is captured. It also amends triggers associated with the delivery of the Cool Oak Lane Bridge and Education contributions to respond to the change in unit numbers being delivered in each sub phase.
- 3.16 At the time of writing the variation to the Section 106 Agreement is in the process of being drafted. Further references to sub phasing will therefore reflect the sub phasing of phase 3 as originally approved in the 2013 Permission as detailed within paragraph 3.12 above.
- 3.17 Pre commencement conditions have been cleared for all detailed blocks within the 2013 Permission. Therefore upon completion of the variation to the Section 106 Agreement the construction of Block E2 could immediately commence.
- 3.18 Block E2 includes 142 Private units.
- 3.19 An indication of the timing of Scheme phasing is provided in Table 1 below.

Table 1: Illustrative Scheme Phasing and Construction Years

<b>Phase</b>	<b>Indicative Commencement Dates</b>
3a	Construction commenced January 2014
3b	2015 – 2016
3c	2017
4, 5 & 6	2020

- 3.20 Construction of phase 3a of the Scheme commenced on vacant land (the Catalyst site north of York Park) and (former Perryfield Way Car Park), thereby avoiding the need for demolition and associated decant. Works have already commenced on Blocks G1, G2, E1, E3 and E4 and on the wider basement area below the E blocks. Car parking provision was reprovided in a replacement car park on Warner Close.
- 3.21 Upon completion of Blocks G1 and G2 secure tenants within the Order Land will be decanted from their current homes into these newly constructed residential units.
- 3.22 Existing buildings will then be demolished to enable development upon the Order Land of the outline elements of Phases 3b and 3c.
- 3.23 Blocks G1 and G2 have a targeted completion date of April 2015.
- 3.24 Details of the decant proposals are further expanded upon in Mr Shipway's Evidence [Part 4 Page 10].
- 3.25 Following pre-application discussions a reserved matters application for Phases 3b and 3c was submitted on 16 December 2014 under reference 14/07964/RMA. The application is currently under consideration.
- 3.26 The reserved matters application seeks approval for the detail of 298 units. These include 181 Private units and 117 affordable units (98 social rented units and 19 intermediate).
- 3.27 HIGHWAYS
- 3.28 The Scheme includes significant highway infrastructure improvements secured under the Section 106 Agreement [CBD.36 Schedule D p46]. The majority of the proposals will come forward during Phase 4 and they will be subject to a Section 278 Highways Act 1980 Agreement between the Developer and the Council in its capacity as highway authority.
- 3.29 In summation the Scheme at phase 4 includes removal of the existing Perryfield Way gyratory and widening of the A5 to 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 West Hendon Broadway 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).

3.30 The Transport Assessment [CDB.17] confirms benefits to journey times for cars from the above measures.

3.31 Although removal of the bus lane with the Scheme proposals shows fluctuations in bus journey times overall there is no dis-benefit to buses.

3.32 No capacity issues will arise at the Hendon Rail Station or at Hendon Central Tube Station with the additional trips resulting from the Scheme.

3.33 HIGHWAYS ORDERS



- 3.34 Two stopping up orders affecting the Order Land which were required to enable the construction of phase 3a have already been secured by the developer.
- 3.35 In order to enable the development of phases 3b and 3c of the Scheme the Developer will seek a programme of highway closures and diversions.
- 3.36 The letter attached at [Appendix 2] of my Evidence explains that Telford Road, Marsh Drive and Tyrrel Way (falling within the Order Land) will be stopped up. The proposed construction of a new highway access through part of plot 22 and new private road through part of plot 9 will provide will provide an access link onto the existing Perryfield Way.
- 3.37 Some highways within the Order Land, such as Perryfields Way, will not be subject to stopping up and diversion orders during phase 3 but require services connections or other highway works. The land is included within the order to ensure that no question as to the physical extent of the highway right will prevent the undertaking of such works. These works will not impede the public's use of highway rights.
- 3.38
- 3.39 Following discussions with the Developer regarding the proposals for highway orders and diversions required to enable the development of phases 3b and 3c the Council's Highways Officer has advised that there are unlikely to be any adverse impacts on, or material inconvenience to users of the highway. The Council's highway officer does not consider that the need for the orders will constitute an impediment to the delivery of the Scheme (Appendix 1 of my Evidence).
- 3.40 During phase 4 of the Scheme the Perryfield Way gyratory will be removed with the implementation of highways infrastructure improvements secured within the Section 106 Agreement. Works to junctions on the Broadway and the widening of Station Road (see above paragraph 3.28-3.29) will replace the function of the gyratory.
- 3.41 Much of the gyratory within the Order will ultimately become East Street, forming a new estate road with the character of a residential street.
- 3.42 The highway orders required to enable the future replacement of the gyratory present no impediment to phase 3 as the gyratory will remain in use throughout the delivery of phases 3b and 3c.
- 3.43 Any works in phases 4, 5 & 6 which affect the public's rights would be subject to consideration in subsequent compulsory purchase orders and stopping up orders.
- 3.44 COOL OAK LANE BRIDGE
- 3.45 The delivery of the Cool Oak Lane Pedestrian and Cycle Bridge is required by the Section 106 Agreement within Phase 3c of the Scheme. The Section 106 Agreement currently requires its delivery prior to the occupation of 75% of the units proposed in sub Phase 3c. The proposed variation to the Section 106 Agreement (discussed above paragraphs 3.13-3.18) to phasing would amend the delivery trigger to prior to the occupation of any units within sub phase 3c.

- 3.46 The Pedestrian and Cycle Bridge was approved in outline in the 2013 Permission. Condition 26 of the 2013 Permission [CDB.37] requires reserved matters details of the Pedestrian and Cycle Bridge to be submitted to the Council for consideration in consultation with English Heritage, Canal and River Trust and Natural England.
- 3.47 The Red Line Plan [CDB.02] includes an 'envelope' in which to deliver the new Cool Oak Lane Bridge. The Developer is currently preparing detailed designs for the Pedestrian and Cycle Bridge. Detailed approval will be sought once the design is finalised.
- 3.48 The design process in responding to issues of accessibility, the land owner's (Canal and River Trust) statutory duties, the requirements of the Environment Agency and the site specific restrictions (discussed below in paragraph 3.52) resulted in a bridge design that marginally exceeds the boundary of the Red Line Plan. [CDB.02] In the event that it is concluded that this is the most appropriate design response a 'drop in' detailed planning application would be submitted for the bridge (see also Matt Calladine's Evidence page 21 paragraph 7.27).
- 3.49 The Principle of delivering the Cool Oak Lane Bridge has been established within the 2013 Permission having considered various planning constraints.
- 3.50 Site specific constraints include:
- Proximity to the existing listed bridge;
  - Siting within the an area of metropolitan open land;
  - Siting within the Welsh Harp SSSI and Nature Conservation area
  - Proximity to a gas main alongside the existing road bridge
  - Impacts upon existing trees.
- 3.51 In the event that a 'drop in' detailed planning application is required the resulting planning impacts would be unlikely to differ significantly from those assessed and found to be acceptable within the 2013 Permission. It may be necessary to vary condition 26 and/or the Section 106 Agreement to knit the stand alone application into the 2013 Permission and to secure the delivery of this important piece of infrastructure.
- 3.52 As the principle of the Pedestrian and Cycle Bridge has been established within the 2013 Permission I do not envisage that such an approach would be likely to constitute an impediment to the delivery of the development upon the Order Land.
- 3.53 CONDITIONS AND S106 CONTROLS
- 3.54 The 2013 Permission CDB.37 incorporates a large number of conditions applied to the decision to ensure delivery of a high quality scheme in keeping with the design ethos presented in the accompanying application documentation. Conditions coving the following areas are included:
- Controls of timing and delivery of phases, conformity to ES Mitigation Measures and amounts of development.
  - Controls of Construction Processes
  - Residential Standards, eg Code level 4, Lifetime homes 10% wheelchair housing etc.
  - Controls of the appearance of the development

- Management of the Estate
- Environmental Controls, eg noise air quality flood risk invasive species contaminated land
- Bridge Design
- Biodiversity eg, Measures to monitor and mitigate SSSI impacts, tree works, Ecological Management Plan.
- Highways e.g Parking access, visibility Cycle parking Travel plans, street lighting Car club.
- Archaeology

Section 106 Agreement CDB.36

- 3.55 In addition the Section 106 Agreement [CDB.36] contains payments and measures of mitigation to be complied with by the applicant. A summary is provided below of obligations relevant to the Order Land Development.
- 3.56 Affordable Housing [Schedule B p38]
- 3.57 [Paragraph 1 p38] 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.
- 3.58 Education [Schedule C p44]
- 3.59 [Paragraph 3 p45] Following occupation of 3b and 3c a total contribution of £1,324,256 towards Education infrastructure will be triggered.
- 3.60 Transportation and Highway Works [Schedule D p46]
- 3.61 [Paragraphs 4-5 p46] Requires the developer to undertake an Interim Transport assessment prior to any sub phase after phase 3a. Any mitigation measures required must be implemented prior to 1<sup>st</sup> occupation that sub phase.
- 3.62 [Paragraphs 6-12 p46-47] Payment of the Bus service Capacity Contribution of £450,000 prior to occupation of the final residential unit within phase 3c of the development to fund an additional am peak bus service for a period of 5 years.
- 3.63 [Paragraph 18 p48] Traffic Order contributions. £2,500 to be paid prior to commencement of phase 3b and 3c towards the review of CPZ and Traffic orders within the estate.
- 3.64 Recruitment Employment and Training [Schedule E p51]
- 3.65 [Paragraph 3-5 p51-52] Developer to provide Forecast of Employment and skills requirements prior to commencement of each sub phase; details of local contractors and sub-contractors and monthly employment opportunities to be provided to the Council's Employment and Training Officer. Job Vacancies arising from the redevelopment of the site to be prominently advertised on site.
- 3.66 Community Centre [Schedule F p54]

- 3.67 In the event that a local community need is demonstrated the developer shall provide a temporary community facility to the residents of the estate on commercial community Use Terms.
- 3.68 Leisure and Recreation Contribution [Schedule G p55]
- 3.69 Payment of £50,000 towards off site Leisure and Recreation facilities prior to the occupation of 659 units within the Scheme.
- 3.70 Bridges [Schedule H p56]
- 3.71 [Cool Oak Lane Pedestrian and Cycle Bridge paragraphs 1-4] Prior to commencement of Sub phase 3c the developer shall submit to the Council for approval the Cool Oak Lane Pedestrian and Cycle Bridge Specification for approval. Necessary Consents to be sought and delivery to occur prior to occupation of 75% of the units in sub phase 3c.
- 3.72 Travel Plan [Schedule I p61]
- 3.73 [Paragraph 2 p61] Residential Ravel Plan Incentive Fund, Developers to provide all new occupants with a travel voucher of £300 to incentivise public transport and promote the Travel Plan.
- 3.74 SSSI Mitigation [Schedule J p63]
- 3.75 [Paragraph 2 p63] SSSI Mitigation fund payments of £50,000 to be made prior to occupation of any units within sub phase 3b or 3c.
- 3.76 To date the developers have been proactive in engaging the Council's officers at pre-submission stage to help to guide their conditions submissions. Amendments have been made swiftly where necessary and the Developers have met all obligations upon them within the Section 106 Agreement in time with the required triggers.
- 3.77 Given the successful clearance of past conditions and compliance with S106 Obligations I do not consider that the compliance with such matters as required for development of the Order Land will cause impediment to its delivery.

#### **4. ADOPTED PLANNING FRAMEWORK FOR THE AREA**

- 4.1 In this case, the development plan is The London Plan published July 2011 and the Barnet Local Plan Core Strategy including saved UDP Policies for the Brent Cross Cricklewood and West Hendon Regeneration Area.
- 4.2 The saved Policies are listed in Appendix A of the Core Strategy. They were saved by direction of the Secretary of State on May 13 2009 in view of the progress that had been made towards their implementation at both West Hendon and the wider Brent Cross Cricklewood regeneration area in order to provide a policy framework to secure their future comprehensive redevelopment.

4.3 The assessment below considers the compliance of the Order Land development against The Adopted Planning framework for the area.

4.4 HOUSING

Amount

- 4.5 London Plan Policy 3.14 [CDC.02 p101] resists the loss of housing including affordable housing. It requires equivalent or higher densities of housing to be re-provided in the event of the loss of existing housing. Supporting text (para 3.82) states that in cases of estate renewal the regeneration benefits to the local community and proportion of affordable housing in the surrounding area should be taken into account and that redevelopment of affordable housing should only be permitted when replacement by better quality of at least equivalent affordable floorspace is proposed.
- 4.6 Development within the Order Land would comprise 298 units during the period of 2015-2018. This will exceed, both in unit numbers and floorspace, the 220 existing residential dwellings within the order Land.
- 4.7 The number of existing Affordable Housing units (Secure and Non Secure) that would be lost within the existing Order Land would total 160.
- 4.8 98 social rented units are proposed within Sub phases 3b and 3c. The Phase 3a delivery of 74 social rented units within Blocks G1 and G2 in March 2015 (located so as not to have required the loss of existing units) combines to deliver 172 units. The requirement for provision of at least equivalent quantity of Affordable Housing provision would therefore be achieved through completion of the Order Land Development.
- 4.9 A further 19 Intermediate affordable units would also be provided within the order Land.
- 4.10 London Plan Policy 3.3 [CDC.02 p81] - Increasing Housing Supply, confirms that the Mayor recognises the pressing need for more homes in London in order to promote opportunity and provide a real choice for all Londoners in ways that meet their needs at a price they can afford. The Mayor will therefore target an annual average of 32,210 net additional homes across London.
- 4.11 Policy 3.3 [CDC.02 p81] confirms that boroughs should seek to achieve and exceed the relevant "minimum" Borough Annual Average Housing Targets. The London Borough of Barnet has a minimum 10 year target of 22,550 homes on an Annual Monitoring Target of 2,255 homes.
- 4.12 Development within the Order Land under sub phases 3b and 3c will exceed the existing number of units within this area aiding in the achievement of Mayor's Targets for London and for Barnet.
- 4.13 In terms of overall floorspace demolition within the order land would amount to 18,223m<sup>2</sup> GEA with a proposed 30,939m<sup>2</sup> GEA.

- 4.14 Delivery of Phase 3 is a necessary step towards delivery of the Regeneration Project providing an uplift of over 1500 units more than the original West Hendon Estate alongside significant improvements of the economic, social and environmental wellbeing of the area.
- 4.15 Policy 3.4 - Optimising Housing Potential [CDC.02 p84], confirms that developments should optimise housing output for different types of location within the relevant density ranges.
- 4.16 The high density of the Scheme which falls outside of the London Plan's Density Range is addressed in paragraph 5.16 Below (It is also considered in detail in CDB.32 Committee Report p46-48).
- 4.17 The development within the Order Land is towards the lower scale of density within the Scheme including as it does a significant area of the linear Park, the civic square and relatively low building heights.
- 4.18 A rough assessment of the density can be made by considering the 298 units proposed against the 2.28Ha of the Order Land. The resulting density of 131 units per Hectare falls well within the range suggested within the London Plan [CDC0.2 Table 3.3 p85] for the accessibility and character of this site.
- 4.19 Policy CS1 [CDC.03 p47] Barnet's place shaping strategy – 'the three strands approach' requires the council to Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. Major growth should be located in the most suitable locations to ensure sustainable development. Development must fund infrastructure through Section 106 Agreements and other funding mechanisms.
- 4.20 Policy CS3 [CDC.03 p51] 'Distribution of growth in meeting housing aspirations' states that: on the basis of the Council's Three Strands Approach it is expected that in the range of 28,000 new homes will be provided by 2025/26. The focus for this growth will be on the west side of the borough in the strategically identified North West London – Luton Coordination Corridor. Including the priority Housing Estate at West Hendon. West Hendon is expected to deliver 450 Homes by 2016, a further 450 by 2021 and an additional 640 by 2026
- 4.21 The Order Land development is within the West Hendon estate identified within the Core Strategy as a priority estate where regeneration involving housing will be expected in line with the policy's place shaping strategy.
- 4.22 The wider position of the West Hendon Estate within the Cricklewood, Brent Cross and West Hendon regeneration area positions it as a suitable location for increased density and building heights, while the emphasis on high quality design results in positive impacts to the estate itself and to the surrounding area.
- 4.23 The Section 106 Agreement [CDB.36] will secure contributions towards Education provision, the delivery of the Pedestrian and Cycle Bridge and Funding towards SSSI Mitigation improvements towards local infrastructure. In addition contributions to wider strategic infrastructure items will be covered under the Council's CIL system.

#### Quality and Choice

- 4.24 London Plan Policy 3.5 [CDC.02 p86] - Quality and Design of Housing Developments, establishes minimum space standards. New development should reflect these standards. Policy 3.8 [CDC.02 p90] - Housing Choice, confirms that taking into account local housing need, Boroughs should ensure that new development offers a range of housing choices; provide affordable family housing as a strategic priority; build all new housing to Lifetime Homes Standards; design 10% of new housing to be wheelchair accessible, or easily adaptable for residents who are wheelchair users.
- 4.25 Policy CS4 [CDC.03 p58] 'Providing quality homes and housing choice in Barnet'. Aims to create successful communities by ensuring a mix of housing products that provide choice; Requires that all new homes are built to the Lifetime Homes Standard; Seeks to provide a variety of housing related support options. Intends to deliver 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.
- 4.26 The Minimum level of affordable housing at 25% of the overall development and tenure split have been set following a viability assessment. A viability review mechanism is attached to the S106 agreement to secure a rise in levels of Affordable housing in the event of economic improvements.
- 4.27 The Order Land development includes 33% Socially rented affordable housing and 6% Intermediate responding to the decant needs of the early sub-phases.
- 4.28 The new dwellings within sub phases 3b and 3c will be predominantly apartments and duplexes blocks. At its highest point is a building of 12 stories in height with other buildings and blocks between 3 and 8 stories. The new dwellings will be of mixed tenure and will provide a mix of accommodation including 1, 2, 3 and 4 bedroom units.
- 4.29 The proposal provides an appropriate mix of dwelling types, sizes and tenures and includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. All the dwellings proposed being constructed to achieve the relevant Lifetime Homes standards. 10% of the units are conditioned to achieve wheelchair standards.
- 4.30 HIGH QUALITY PLACES
- 4.31 CS5 [CDC.03 p69] Protecting and enhancing Barnet's character to create high quality places States that the council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.
- 4.32 Developments should:
- 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.
- 4.33 The proposed development seeks to replace a largely flatted 1960s estate with modern housing.
- 4.34 Development within the Order Land 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.
- 4.35 Design Guidelines [CDB.06] and conditions requiring Design Review Panel assessment of the proposed development along with material and detail submission requirements will secure the quality of the Outline phases of the development including the Order land development.
- 4.36 OPEN SPACE
- 4.37 CS7 [CDC.03 p89] 'Enhancing and protecting Barnet's open spaces' seeks to create a greener Barnet by:
- 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
- 4.38 Development on the Order land provides sufficient quantities of green open space, including the formal linear Park which, although still separated by the Perryfield Way Gyrotory upon completion of the Order Land, provides a visual connection from the A5 into the site.
- 4.39 The formal park is supplemented by communal courtyards and gardens, private amenity areas and other soft landscaped areas improving on site provision of amenity space for residents of the Order Land Development.
- 4.40 In addition the Cool Oak Lane Pedestrian and Cycle Bridge will improve accessibility to existing areas of open space, sport and recreation provision around the Welsh Harp. Obligations for off-site Leisure and recreation contributions totalling £400,000 will be secured prior to the completion of phase 3 to improve the quality of nearby open spaces for the use of future occupants.



4.41 Landscaping, Tree Protection and Ecology Conditions have been attached to the 2013 decision to ensure that the green spaces provided are implemented in a manner which meets the objectives of this policy.

#### 4.42 BIODIVERSITY

4.43 London Plan Policy 7.19 [CDC.02 p234] 'Biodiversity and Access to Nature', confirms that where possible, development proposals should make a positive contribution to the protection, enhancement, creation and management of biodiversity with development proposals giving the highest protection to sites such as the Welsh Harp Site of Special Scientific Interest. When considering proposals that would affect directly, indirectly or cumulatively a site of recognised nature conservation interest the following hierarchy will apply:

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

4.44 Protection measures for the Welsh Harp SSSI are set out in the Environmental Statement and are controlled through an Ecological Management Plan secured by condition. The interface of the reservoir and upgraded York Park through Landscaping provides environment for ecological improvements.

4.45 Obligations within the Section 106 Agreement secure funding for a SSSI Warden and mitigation or enhancement measures on the SSSI. Initial contributions have been paid. The Roles and responsibilities for the post are in the process of being drawn up with the intention of London Wildlife Trust acting as the host organisation for the role.

#### 4.46 CLIMATE CHANGE / NATURAL RESOURCES

4.47 London Plan Policy 5.2 [CDC.02 p141] 'Minimising Carbon Dioxide Emissions requires development to follow the energy hierarchy: Being Lean; Being Clean; and Being Green. Major developments are required to meet targets for minimum improvements of CO<sub>2</sub> reduction over National Building Regulations.

4.48 London Plan Policy 5.6 [CDC.02 p148] Decentralised Energy in Development Proposals confirms that Development Proposals should evaluate the feasibility of Combined Heat and Power (CHP) Systems.

4.49 London Plan Policy 5.7 [CDC.02 p148] Renewable Energy, confirms that major development proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation "where feasible".

4.50 Core Strategy Policy CS13 [CDC.03 p126] 'Ensuring the efficient use of natural resources' States that the council will:

- Seek to minimise Barnet's contribution to climate change and ensure that the borough

develops in a way which respects environmental limits and improves quality of life.

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

- 4.51 The Order Land Development is required by condition commits to achieve Code for Sustainable Homes (CSH) Level 4 which entails a 25% reduction in regulated CO<sub>2</sub> emissions.
- 4.52 Photovoltaic panels, together with energy efficiency measures including a well-insulated building fabric, high levels of air tightness and energy efficient appliances are incorporated within the Order land development.
- 4.53 The scheme proposes a CHP plant, further reducing CO<sub>2</sub> emissions, though this will not be on line until completion of Phase 4 of the development.
- 4.54 All dwellings and non-residential units will designed to be connectible to the central CHP plant with a network spur incorporated into the initial design, and will benefit from low-carbon 'clean' combined heat and power.
- 4.55 Conditions have been included to ensure that the measures discussed above are carried through into implementation.
- 4.56 Conditions have been recommended to ensure that the drainage provided 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.
- 4.57 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.
- 4.58 LOCAL TOWN CENTRE IMPROVEMENTS AND EMPLOYMENT
- 4.59 London Plan Policy 4.8 [CDC.02 p129] 'Supporting a successful and diverse retail sector' requires development to support local retail areas.
- 4.60 Policy CS6 [CDC.03 p79] seeks to pursue opportunities for town centre enhancement at smaller centres such as the West Hendon Local town Centre which have been highlighted for action.
- 4.61 The delivery within Phase 3c of the Civic Square with additional commercial floorspace at surrounding ground floor retail uses provides an interface between the Estate and the Shopping area. This area includes significant public realm improvements. In addition the new

residents will generate a significant increase of retail expenditure to support the local economy.

4.62 Core Strategy Policy CS8 [CDC.03 p95] 'Promoting a strong and prosperous Barnet' expects major developments to provide financial contributions and to deliver employment and training initiatives.

4.63 S106 Obligations include the provision of £171,210 towards Employment and Education initiatives within Phase 3 of the development in response to the influence of this policy.

4.64 TRANSPORT

4.65 Core Strategy Policy CS9 [CDC.03 p106] Providing safe, efficient and effective travel requires that developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network. It states that 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. The Policy requires the Council to 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

4.66 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.

4.67 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.

4.68 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).

4.69 Officers consider that the scheme proposes suitable access arrangements and an appropriate quality of pedestrian environment. The Order land proposals would deliver acceptable facilities for electric vehicles, pedestrians, cycles and cyclists.

4.70 Conditions secure the provision of travel plans with each sub phase of development.

4.71 SOCIAL INFRASTRUCTURE

4.72 Core Strategy Policy CS10 [CDC.03 p112] Enabling inclusive and integrated community facilities and uses States that 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.

- 4.73 Obligations are sought to ensure that the resulting Child Yield from the development of the Order Land is able to be accommodated within the local school network. 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.
- 4.74 Contributions to wider strategic infrastructure items, such as secondary education, and GPs Surgeries will be covered under the Borough's own CIL system.
- 4.75 HEALTH AND WELLBEING
- 4.76 Core Strategy Policy CS11 [CDC.03 p118] 'Improving health and wellbeing in Barnet' seeks to 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.
- 4.77 The Order Land 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.
- 4.78 Provision of new opens space and play areas including off-site improvements 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.
- 4.79 DELIVERING THE CORE STRATEGY
- 4.80 Core Strategy policy CS15 [CDC.03 p132] 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.
- 4.81 Planning obligations secure appropriate contributions for the provision of local infrastructure within the Order Land Development. Partnership working with the Developers is securing the regeneration of the West Hendon Estate through private funding.
- 4.82 Saved UDP Policy GCrick [CDC.06] Seeks integrated regeneration to the Cricklewood Brent Cross and West Hendon Regeneration area of the highest environmental and design Standards
- 4.83 CRICKLEWOOD, BRENT CROSS, WEST HENDON REGENERATION AREA DEVELOPMENT FRAMEWORK SPD 2005 [CDC.07] & SAVED UDP POLICIES [CDC.06]