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## Project Synopsis

The London Borough of Barnet (West  
Hendon Regeneration Area)  
Compulsory Purchase Order (No 2)  
2016 and The London Borough of  
Barnet (West Hendon Major Highway  
Works) Compulsory Purchase Order  
(No 2a) 2016  
February 2017

ENV/3164290 & NPCU/CPO/N5090/77105

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## 1. Introduction

- 1.1 This document has been prepared in order to provide the Inspector and Secretary of State with key factual information about the West Hendon Regeneration Project, and CPOs 2 and 2A, in a single document.
- 1.2 It provides an overview of the background and history to the Regeneration Project and the Scheme, and a summary of progress to date.
- 1.3 We have also attached a Glossary setting out a summary of terms and their usage in all of the evidence submitted in respect of the Inquiry.
- 1.4 Further detail on a number of areas will be provided within various proofs of evidence, and this is signposted within this document.

## 2. Scheme Description

- 2.1 The Scheme underlying the Orders submitted is a part of the comprehensive regeneration of West Hendon Estate ("the Estate") and its immediate environs, known as 'the Regeneration Project'. The Regeneration Project includes all of the phases known as 1-6 of the Masterplan shown at plan 10, and on which the Council commenced work in 2001 section 3 of Mr Bailey's evidence and is consistent with the key objectives of the Core Strategy **CDC.03**.
- 2.2 The Scheme referred to in this summary, and in the evidence submitted, is the comprehensive regeneration of the Estate and its immediate environs as approved under the 2013 Permission, being the phases known as 3-6 as set out in paras 3.14-3.32 below.
- 2.3 Plan 10 of the Book of Plans shows the Masterplan for the Regeneration Project.
- 2.4 The primary aims of the Council in promoting the CPOs and Regeneration Project are as follows:
  - Demolition of existing estate and part of West Hendon Broadway;
  - Creation of approximately 2,000 new homes of a variety of types and tenures;
  - Improvements to the entrance to the Estate and linkages from West Hendon Broadway through to the Welsh Harp reservoir;

- New education & community facilities as well as retail and commercial space;
- Appropriate landscaping, open space and parking provision; and
- Appropriate phasing of the development to allow for the decant and rehousing of the Estate's secure tenants and home owners within the new development.

2.5 The Scheme underlying the Orders is the demolition and redevelopment of the West Hendon Estate and parts of West Hendon Broadway 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.

2.6 This includes:-

- 2,000 new dwellings (Class C3)
- Up to 3,870m<sup>2</sup> (GEA) of D1 floorspace for nursery, primary school and community centre uses
- Up to 1,766 m<sup>2</sup> (GEA) of Class A1/A2/A3/A4/A5/B1 floorspace (retail, professional services, food & drink and business uses)
- Associated basement and street level car and cycle parking
- Associated public realm, landscaping and highway works including two bridges over Welsh Harp Reservoir
- Energy Centre
- Interim works as required

2.7 These will be accommodated within buildings ranging in height from 2 to 29 storeys.

2.8 Phase 4 is the next phase of the delivery of the Scheme and the Regeneration Project, and is the element of the Scheme for which CPO2 and CPO2a required. Phase 4 will deliver 611 new residential units, of which 193 will be affordable homes, highway works and public realm, and is shown edged blue, coloured blue or pink on plan 3 of the book of plans

2.9 The Major Highway Works will be carried out as part of Phase 4, and are further described in Part 5 below.

2.10 Completion of Phase 4, including the Major Highway Works, is key to delivery of the Scheme and the Regeneration Project as a whole as it links the phases which are already completed or under construction into the surrounding Scheme. It also provides significant new infrastructure which is vital to the delivery of the later phases of the Scheme and the wider regeneration of the surrounding area. Phase 4 falls within the southern area of the Regeneration Project and will create a new sense of place through completion of the reconfigured York Park and linking Phases 1 & 2 to Phase 3 and the wider area. The

transformation created by Phase 4 supports the reintegration of the Estate with the local area and provides an impetus for delivery of the Regeneration Project.

### 3. Planning History

- 3.1 The London Plan 2004 identified Cricklewood/Brent Cross as an Opportunity Area in North London. The Mayor identified in the London Plan 2004 - Policy 5-E.2: (Opportunity Areas in North London) the need to work with Barnet Council to draw up planning frameworks for the area with the intention of bringing forward the delivery of 5,000 New Homes and 5,000 new Jobs by 2016.
- 3.2 This 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).
- 3.3 The Development Framework was adopted in April 2004 by the London Borough of Barnet, and was updated in December 2005. West Hendon was identified at that time 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. This strategy has been continually supported by subsequent revisions to the London Plan (including the London Plan March 2016).
- 3.4 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 access and 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.
- 3.5 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.
- 3.6 The redevelopment of the 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:
- 3.7 "...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."
- 3.8 The Core Strategy further identifies the following proposals for West Hendon Estate [CDC.03 p45, 'WEST HENDON']:
- 3.9 "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".
- 3.10 Prior to the 2013 Permission, a previous master plan for the development of the Estate was approved in Outline in 2008. The 2008 Permission was for:
- "Redevelopment of the 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."*
- 3.11 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.
- 3.12 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.
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- 3.13 The 8 units of Phase 1 and the 186 units of Phase 2 have both been implemented. The 2013 Permission commences at Phase 3. This report further details the current 2013 extant approval (The 2013 Permission) below.

## The current planning permission

- 3.14 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.*

- 3.15 *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'.*
- 3.16 The planning submission was accompanied by an Environmental Statement **CBD.24**.
- 3.17 The 2013 Scheme comprised the comprehensive redevelopment of the West Hendon Estate. Sub-Phases 3a and Block E2 within Sub-Phase 3c were submitted in detail. The remaining development phases (3b/3c, 4, 5 and 6) were submitted in outline only.
- 3.18 The Scheme excluded some areas previously within the red line of the 2008 Permission, notably: a large part 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).
- 3.19 Application H/01054/13 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

from the Mayor of London to refuse the application and the Developer entering into a Section 106 Agreement.

- 3.20 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. Permission was granted on 20 November 2013 **CDB.37**.

## Phasing of the Scheme

- 3.21 Phasing for the Scheme has been tightly constrained by the residential decant requirements and the need to rehouse secure tenants and eligible resident owner occupiers within the site. Parameter Plan 009 **CDB.03** sets out the strategic approach to phasing of the Scheme.
- 3.22 The Scheme relates to strategic Phases 3, 4, 5 and 6. The commencement of the Scheme's phasing at Phase 3 sought to avoid confusion with the Pilot Phase (Phase 1) and the Lakeside Phase (Phase 2), both of which were constructed under the 2008 Permission. The approach was further detailed in the submitted Phasing Strategy **CBD.13**, which identified that Phase 3 was to be divided into three sub-phases:
- Phase 3a: Comprising Blocks G1, G2, E1, E3 and E4
  - Phase 3b: Comprising Blocks F5 and F6 which were approved in outline
  - Phase 3c: Comprising Blocks G4, E2, H3, H4, F1, F2, F3 and F4 were also approved in outline
- 3.23 The Developer amended the sub-phasing for Phase 3 by means of an application to vary the Section 106 Agreement.
- 3.24 The proposed variation was reported to Planning Committee on 29 October 2014 **CDB.38** and was recommended for approval. This amendment covered the delivery of Block E2, (which was approved in detail) as part of Phase 3a rather than Phase 3c, and the delivery of Blocks F1, F2, F3 and F4 within Phase 3b rather than Phase 3c.
- 3.25 The variation to the Section 106 Agreement also included an amendment to 'Plan 3' of the Section 106 Agreement **CBD.36**, which amended the 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.



- 3.26 The Variation to the Section 106 Agreement was completed on 21 April 2015 **CDB.40** Further references to sub-phasing will therefore reflect the changes to the sub-phasing of Phase 3 as originally approved in the 2013 Permission and as detailed above.
- 3.27 Construction of phase 3a of the Scheme commenced on vacant land (the Catalyst site north of York Park and Perryfield Way Car Park), thereby avoiding the need for demolition and associated decant. Works have since completed on Blocks G1, G2, E1, E2, E3 and E4 and on the wider basement area below the E blocks (Phase 3a). Temporary car parking provision was made in a replacement car park on Warner Close.
- 3.28 Blocks G1 and G2 were completed in April 2015. Blocks E1 to E4 were completed in August 2016. Upon completion of Blocks G1 and G2 secure tenants within the CPO 1 Order Land were decanted from their homes into the newly constructed residential units.
- 3.29 The vacant buildings were subsequently demolished to enable development upon the CPO1 Order Land of Phase 3b.
- 3.30 Following pre-application discussions a reserved matters application for Phases 3b and 3c were submitted on 16 December 2014 under reference 14/07964/RMA. The application was approved on 26th March 2015.
- 3.31 The reserved matters approval was for 298 units, which comprised 181 Private units and 117 affordable units (98 social rented and 19 intermediate). Demolition and site preparation works for Phase 3b commenced in April 2016. Demolition and site preparation works for Phase 3c commenced in September 2016.
- 3.32 The most recent planning submission for the Scheme is a Reserved Matters Application (RMA) for Phase 4 (Reference 17/0017/RMA) for 611 Residential Units. The application was validated on 28<sup>th</sup> December 2016 and comprises 418 Market Value Units and 193 Affordable Units. Other works associated to the application includes demolition of existing buildings: 33-125 Tyrrel Way, 11-72 Warner Close and the Car Park between Tyrrel Way and Warner Close. Phase 4 also incorporates Basement Car Parking, Major Highways Works and New Landscaped Public Space.

## 4. Planning Policy

### ADOPTED PLANNING FRAMEWORK FOR THE AREA

- 4.1 The development plan comprises The London Plan 2016 and the Barnet Local Plan Core Strategy 2012, 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 **CDC.03**. They were saved by direction of the Secretary of State on May 13 2009; as a result of the progress that had been made towards their implementation at both the Estate and the wider Brent Cross Cricklewood regeneration area. This confirmation by the Secretary of State, has provided a policy framework to secure their future implementation and the comprehensive redevelopment proposals.
- 4.3 The Order Land development is within the Estate, identified within the Core Strategy as a priority estate where regeneration, involving housing, will be expected in line with Barnet's place shaping strategy – protection, enhancement and consolidated growth **CDC.03**, p47.
- 4.4 The wider position of the 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.
- 4.5 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.
- 4.6 Cricklewood, Brent Cross, West Hendon Regeneration Area Development Framework December 2005 **CDC.08** & Saved UDP Policies **CDC.06**
- 4.7 The Development Framework notes that the Estate will provide approximately 2,200 units and with regards to affordable housing, the existing affordable housing must be replaced with an equivalent amount. The Development Framework recognises that to do this, the density will need to be increased having regard to the sensitivity of the site being adjacent to the Welsh Harp Reservoir SSSI.
- 4.8 The following specific objectives are also contained within the SPG:
- The Welsh Harp SSSI that will require a management plan to be formulated as part of any proposals for redevelopment of the Estate 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 Estate and the Welsh Harp SSSI.
- A new Square at the heart of the revitalised West Hendon Local Centre.
- Capacity restraints will be relieved in West Hendon Local Centre through the widening of the A5 and junction improvements.
- A new residential quarter will be created around the Welsh Harp SSSI. There will be improved access for pedestrians and cyclists between the new West Hendon Local Centre, the new homes, the Welsh Harp SSSI and Hendon Station.

4.9 Saved UDP Policy C1 (A) **CDC.06** details the specific Site allocations for West Hendon. it identifies the requirements for the mixed use regeneration requirements as follows:

- 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.

4.10 The principles set out in the SPG and the Saved UDP Policies will be followed through in the Order Land Development.

## 5. Highways Works

### Major Highway Works

5.1 The Works have been designed to cater for the traffic likely to be generated by the West Hendon Regeneration Project; however, the design includes some surplus capacity which could therefore accommodate some further development in the area. A detailed specification for the Major Highway Works has been submitted to the Council within the CH2M

Reserved Matters Document – Phase 4 (November 2016) (see CDG). The proposed highway works will include:

- Improvements to Cool Oak Lane signalised junction with the A5 including improved geometry for vehicles turning left into Cool Oak Lane from the A5;
- provision of a two lane approach for the A5 northbound and Cool Oak Lane;
- provision of staggered pedestrian crossings with a central island on the northbound A5 approach;
- carriageway widening to Station Road to create two lanes ahead and one right turn lane;
- Creation new public realm along Station Road providing an enhanced link to the rail station.
- widening of Cool Oak Lane to accommodate two ahead and one right turn lanes together with a staggered pedestrian crossing with a traffic island;
- removal of Perryfield way gyratory and widening of Station Road to allow two-way flow with two right turn and one left turn lanes westbound and one merging lane eastbound including provision of staggered crossing;
- provision of controlled pedestrian crossing north of Borthwick Road on the A5;
- provision of controlled pedestrian crossing south of Stanley Road including a central island;
- removal of northbound and southbound bus lanes between Cool Oak Lane and Perryfield Way and Garrick Road and Park Road respectively;
- creation of a left-in left-out priority junction with West Hendon Broadway at Milton Road (enforced by a means of a central kerbed median strip);
- reversal of one-way traffic flow on Herbert Road;
- closure of vehicular access to Stanley Road and Borthwick Road;
- provision of a right turn lane into Garrick Road from the A5;
- Re-paved footways between Ramsey Close and Cool Oak Lane on the A5 and to the junction with Hendon Station along Station Road;
- Re-provision of the bus stand from Perryfield Way to Wilberforce Road.
- Construction of a new access at Ravenstone Road connecting with West Hendon Broadway comprising two lanes outbound and one lane inbound including signalisation of the pedestrian crossing over the Estate access road;
- General public realm improvement across the Broadway and adjoining footways.

5.2 The main highway improvement will be the central section of West Hendon Broadway which will be realigned to accommodate the new junctions and the closure of the Perryfield Way

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loop will involve the introduction of direct right turn movements between the A5 and A504 Station Road and the site via the junctions noted above. Much of this work will occur outside of the Order land and falls within the existing highway boundary.

- 5.3 The major highway works also involve the widening of Station Road and the introduction of 2-way working from the A5 to the M1 over-bridge allowing the removal of through traffic from Garrick Road, Wilberforce Road and Herbert Road. The new layout will provide a fully linked signalised layout with 2 lanes for all traffic north and southbound on the A5 which results in the removal of the short section of bus lanes currently providing some bus priority along this corridor.
- 5.4 Further information on the Major Highway Works is set out in the evidence of Mr Mileham.

## 6. Site Assembly History

- 6.1 There are a significant number of third party interests identified in the Order Schedules - over 400 third parties who own a freehold or leasehold interest, or are tenants and occupiers, or where the acquisition of new rights is required. In order to facilitate the Scheme, and plots within the Orders also contain unknown interests. In the light of the number of interests required it is unlikely that the Developer or the Council will be able to acquire all the necessary interests by agreement, within a reasonable timescale, without the exercise of compulsory purchase powers.
- 6.2 The Developer and Council achieved vacant possession of the land required to enable the completion of phase 1, 2, 3a without the need for compulsory purchase powers. To ensure vacant possession of phase 3b it was necessary to secure a CPO. However financial terms to acquire 33 of 34 long leasehold interests in phase 3b were ultimately agreed. A General Vesting Declaration (GVD) was exercised to secure vacant possession of phase 3c, however the majority of compensation claims were agreed before possession was taken. Currently only 2 outstanding claims in phase 3c remain under negotiation.
- 6.3 Between 2004 and 2008 13 properties within CPO2 were acquired by the Developer.
- 6.4 At the commencement of preparations for CPO2 34 long leasehold interests remained in Tyrrel Way and Warner Close.

## 7. Project Progress

7.1 The Developer has made substantial progress in delivering the Scheme to date, and is now ensuring all necessary preparations are undertaken to commence the next stage of delivering the Scheme.

### Construction Progress

7.2 As part of the planning permission for the Scheme granted on 20 November 2013 ("CDB.37"), a phasing strategy (CDB.13) for delivery was agreed. Given the large and complex nature of the Scheme the indicated dates for future phases may change as the Scheme progresses and the table below sets out the current phasing programme and units within each phase.

Phase	Construction commenced / due to commence	Completed / due to complete	No of residential units
Pilot/phase 1	March 2011	December 2011	8
Lakeside/phase 2	June 2010	July 2013	186
3a	January 2014	2015	358
3b	2016	2018/19	207
3c	2017	2018	92
4,5,6	2019		

7.3 As set out above, the Developer has completed phases 1,2 and 3a, delivering 552 new residential units. A further 299 will be delivered in phases 3b & 3c.

7.4 Phase 4 is programmed to commence construction in September 2019 following clearance of the site.

### Sales progress

7.5 The Developer and their appointed architect have wide experience in delivering housing and have designed the number and type of units within phases 1, 2, 3 and 4 to accord with market demand.

7.6 Metropolitan Housing Trust has retained 110 affordable social rent units within phases 1,2 and 3a. These units are occupied by secure tenants who were relocated from parts of the Estate

which have now been demolished. As of January 2017 all units within phases 1 & 2 have been sold by the developer, as have all except 7 units within phase 3a.

- 7.7 98 of the private units in phases 1 & 2 (approximately 65%) were sold to local residents. 82% of purchasers across phase 3a were bought by people already living in London, with 22% of buyers moving from within Barnet. Across the whole phase, 47% were first time buyers, rising to 67% within the tower, Block E2.
- 7.8 The Developer is confident that there will be significant market demand for the units proposed within phase 4.