

# WEST HENDON

## PROOF OF EVIDENCE

Hendrik Heyns

Compulsory Purchase Order (No2 and No2a) 2017

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March 2017

Allies and Morrison



The London Borough of Barnet,  
(West Hendon regeneration area)  
Compulsory Purchase Order  
(No2 and No2a) 2017

# CONTENTS

<b>1</b>	<b>WITNESS</b>	<b>1</b>
1.1	Hendrik Heyns	1
1.2	Qualifications	1
1.3	Allies and Morrison	1
1.4	Masterplans	3
<b>2</b>	<b>THE SITE AND ITS HISTORY</b>	<b>5</b>
2.1	Strategic Context	5
2.2	Site Location and Context	7
2.3	Local History	8
2.4	The Surrounding Uses Today	11
2.5	The Existing Estate	13
2.6	Vehicle and Pedestrian Access	15
2.7	The Welsh Harp	18
2.8	Site Constraints	21
2.9	Site Opportunities	23
<b>3</b>	<b>THE SCHEME MASTERPLAN</b>	<b>25</b>
3.1	Introduction	25
3.2	Use and Amount	27
3.3	Typical Plans	31
3.4	Arriving in West Hendon	33
3.5	New Public Open Spaces	35
3.6	Bridges Linking Open Space	41
3.7	Scale, Massing and Tall Buildings	43
3.8	Entrances and Streets	46
3.9	Streets and Materials	49
3.10	Materials and Character Areas	50
3.11	Transport and Parking	53
3.12	Phasing and Decanting	57
3.13	Recent Construction on Site	61
3.14	Delivering Community Benefits	62

<b>4</b>	<b>THE SCHEME PHASE 4</b>	<b>67</b>
4.1	Blocks H1, H2, J, K1, K2, M	67
4.2	The Highway Improvements	91
<b>5</b>	<b>RESPONSE TO OBJECTIONS</b>	<b>95</b>
5.1	Group 1 Theme 1: Social, Environmental and Economic Wellbeing	95
5.2	Group 1 Theme 3: Environmental Concerns Regarding the Loss of Public Open Space	95
5.3	Group 1 Theme 5: Potential Harm to the Environment, Flora & Fauna and the Welsh Harp	95
<b>6</b>	<b>CONCLUSION</b>	<b>97</b>
6.1	The Masterplan	97
6.2	The Detail Design and Construction	99
6.3	The Community Benefits	100



# 1 WITNESS

## 1.1 Hendrik Heyns

1.1.1 I trained at the University of the Free State, in South Africa, working in Johannesburg before joining Allies and Morrison in 1999. I was made a Director of the practice in 2010, and Partner in 2015. I have been involved in a range of residential, retail and education schemes, and have extensive experience of delivering projects from inception through to completion.

## 1.2 Qualifications

1.2.1 I am a member of the Royal Institute of British Architects and am registered with the Architects Registration Board. I've studied at the University of the Free State, Bloemfontein, South Africa and was awarded a BArch in 1992.

1.2.2 I lead many projects within the practice relating to the design of housing. Recent projects for which I have been responsible include the recently completed residential redevelopment of the former St Andrew's Hospital in Bromley-by-Bow, East London; The masterplan for 2 000 units for the regeneration of the West Hendon Estate; a new housing development in Kidderpore Avenue, Hampstead; a new housing development including a hotel and office space at Aldgate Place, London; a housing development with commercial space at Bow Locks, East London; a new residential masterplan for around 1 400 residential units for the regeneration of the Gascoigne Estate in Barking, London; a new residential masterplan for around 1 300 residential units, including commercial space for the regeneration of the Rochester Riverside, Rochester, Kent.

## 1.3 Allies and Morrison

1.3.1 The practice is based in its own purpose built studios in south London. The office has always sought to achieve excellence in all of the projects it undertakes, encompassing both architecture and urban design. The practice has won 39 RIBA awards and 8 Civic Trust Awards for its buildings.

1.3.2 Completed architectural work includes the new home for Rambert Dance Company; the BBC's media village at White City; five buildings in Cambridge for individual colleges and for the university; Chelsea College of Art at Millbank; the restoration and revitalisation of the Royal Festival Hall and the Bankside 123 offices in Southwark for Land Securities. Current projects include the redevelopment of the Elephant and Castle shopping centre, a major expansion to Westfield London at White City and new town centre shopping schemes in Winchester, Hereford and Oxford.





Chelsea College of Art & Design



London College of Communication



Gascoigne Estate, London



Aldgate Place, London



St Andrew's Phase 1, Bromley-by-Bow



Gillender Street, London



Kidderpore Avenue, London



Kings Cross Central, London



Liverpool One

## 1.4 Masterplans

- 1.4.1 The practice has often been involved in projects where it is either the leader or a member of a masterplan team. Major London masterplans completed by the practice include the 2012 London Olympics Games and Legacy; Royal Arsenal Woolwich; Brent Cross Cricklewood and Kings Cross Central.
- 1.4.2 A consistent theme in the majority of these masterplans has been the resolution of the potential conflict between the need for change and regeneration with the need to protect and enhance an existing or historic context. Often involving complex sites and challenging topographical conditions, these masterplans have all have been concerned with establishing a clear and legible public realm infrastructure as part of a significant improvement to the quality of the wider context.
- 1.4.3 Most recent residential materplans approved are the redevelopment of the Gascoigne Estate in Barking, Wood Wharf in Tower Hamlets and Lampton Road in Hounslow.



## 2 THE SITE AND ITS HISTORY

### 2.1 Strategic Context

2.1.1 West Hendon Estate is located on the south western edge of the London Borough of Barnet (LBB) in North West London. The West Hendon Estate is a site identified by LBB for regeneration as a high density development. Other clusters of higher density developments in key regeneration areas are at Stonegrove and Spur Road, Colindale and Brent Cross/ Cricklewood.

2.1.2 The strategic and historical development of Barnet are the product of its topography, geology and transport routes. Historically these factors have led to settlements being located in parts of the borough with higher points including Hendon, to the east of the site, whose historic core is located on a hill. This pattern of development was also driven by the local geology which is characterised predominantly by clay soil and is difficult to cultivate and drain in the lower lying areas. However, the areas of high land in the borough expose gravel or sandy silty material which is easier to build on. The earliest roads connected key settlements between these high points. However, the construction of the railways and advances in building technology led to the development of the areas around the historic settlements and railway stations on lower ground within the borough which is where the West Hendon Estate is located. The site is located on the edge of the Brent



Location of West Hendon Ward within London Borough Barnet



Site location in relation to Welsh Harp (SSSI)



Aerial photograph showing site boundary and original 1960's estate



1 The Broadway



2 Welsh Harp



3 Ramsey Close



4 Cool Oak Lane

Reservoir, known as the 'Welsh Harp' named after a now demolished local public house. Whilst the Welsh Harp is no longer a functioning reservoir it is still of strategic importance as the reservoir and surrounding area is designated a SSSI (Site of Special Scientific Interest) for the ecology which the water body supports.

- 2.1.3 The London Borough of Barnet is well connected with an extensive road and rail network. The M1 motorway provides access to the north whilst the M25 and A1000 provide access to Central London. Thameslink and the underground (Northern Line) serve the borough with links to central London. The site is located near Hendon train station and is also located on the Broadway (A5) where there are links to the North Circular (A406) and four main bus routes.

## 2.2 Site Location and Context

- 2.2.1 The West Hendon Estate is located in the West Hendon Ward and characterised by a set of diverse interfaces at each edge of the site boundary in terms of scale, use and character.

### 2.2.2 The Broadway

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 of the Broadway.

### 2.2.3 Welsh Harp

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 north-western site boundary. The site looks out across the Welsh Harp towards the West Hendon playing fields and Metropolitan Open Land.

### 2.2.4 Ramsey Close

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.

### 2.2.5 Cool Oak Lane

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 on the south western boundary of the site and forms the entrance to the site from Cool Oak Lane. This follows on from Phase 1 known as the Pilot Houses to the south east of the site.

## 2.3 Local History

2.3.1 Over the course of two centuries the area around West Hendon has evolved from a rural area with few settlements to the mixture of urban and suburban development that exists today. The area has been characterised by the introduction of significant pieces of infrastructure during this period from roads (M1 and North Circular) and railways to the Brent Reservoir to serve the wider growth of London.

### 2.3.2 Watling Street

The area was originally settled by the Romans who built the original Roman Road known as Watling Street (the Broadway/ A5) as a strategic route connecting London to the North of England. Originally Hendon was a civil parish in the County of Middlesex but the name comes from 'Hendun' meaning 'highest hill'. The remainder of the surrounding lower lying land remained mainly unsettled as the heavy clay soil made cultivation and drainage difficult for agriculture and building.

### 2.3.3 Rivers and Reservoir

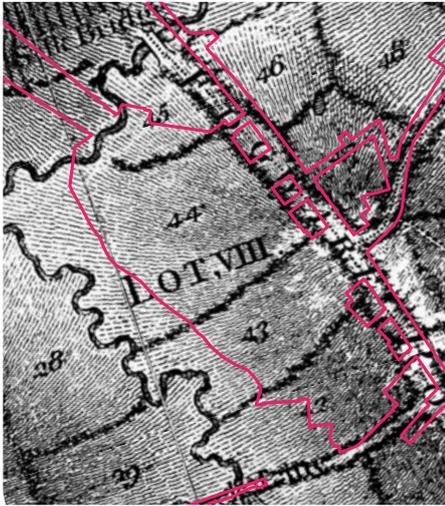
The site to the north and south is formed by the Silk Stream and river Brent respectively. Historically there was a fording point over the river Brent to the south of the site which linked Hendon with Kingsbury. In the 1820s the Regent's Canal was not holding water at the top of the canal in Camden Town. To resolve this issue a reservoir was built in West Hendon by damming the river Brent near its confluence with the Silk Stream. This flooded a large area of low lying farmland to create the reservoir. Later this was bridged over along Cool Oak Lane.

### 2.3.4 Railway

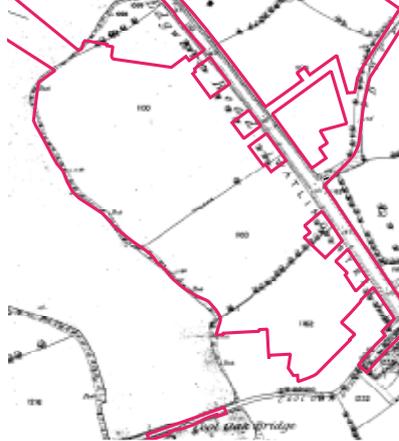
The construction of the Midland Railway in the 1860s brought additional development around Hendon consisting mainly of terraced houses on what is now the West Hendon Estate. People traditionally took day trips out to the Welsh Harp from central London to take advantage of the open space and would stop for refreshment at the now demolished Welsh Harp public house. The properties on the Broadway are the remaining fragment from this era following bomb damage in WWII and the construction of the estate in the 1960s.



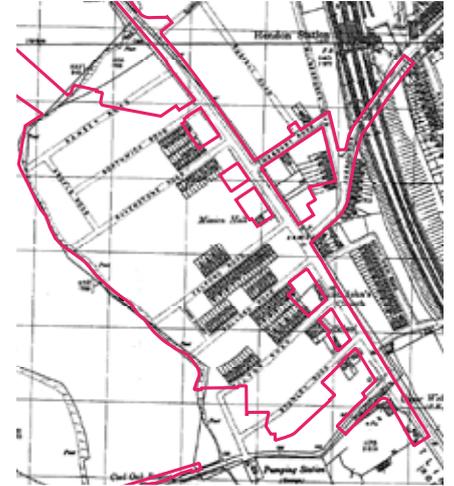
Photograph looking east across the Welsh Harp during the construction of the Estate in the late 1960s



1796



1865



1896



1914



1973



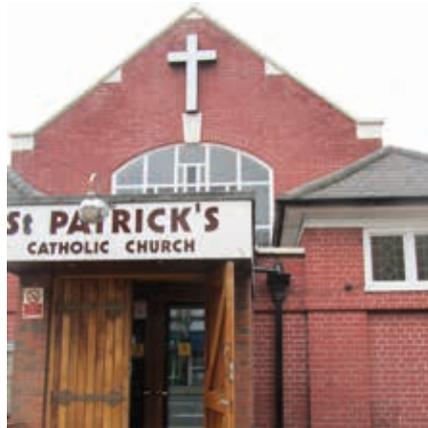
1 The Broadway - commercial uses at ground floor with residential above



2 Welsh Harp Boat Centre on the Broadway



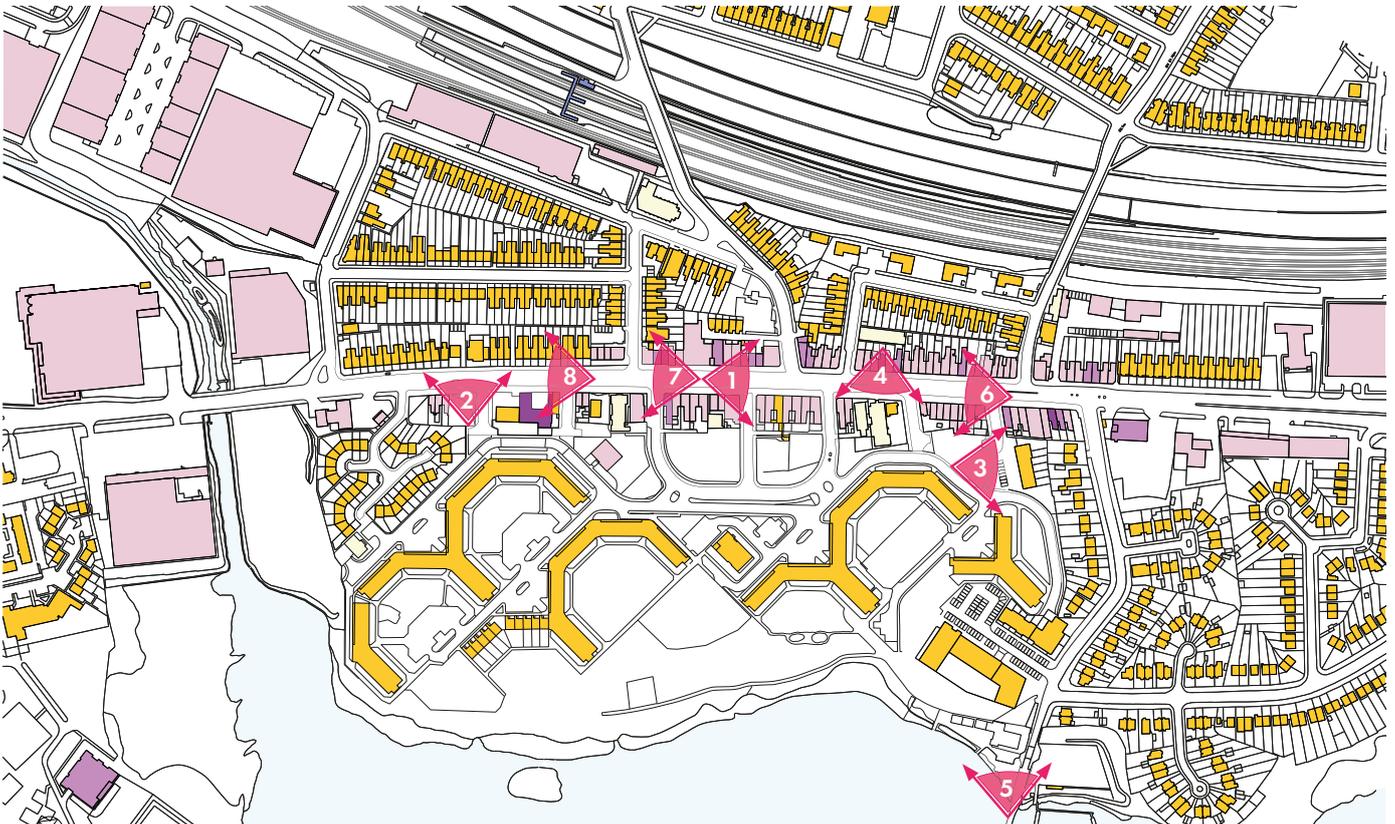
3 New residential Pilot houses - Phase 1



4 St Patrick's Catholic Church



5 New residential Lakeside - Phase 2



Existing uses on and around West Hendon Estate





6 Typical local grocery store



7 Typical tyre and motor repair centre



8 The Broadway tall buildings to north

## 2.4 The Surrounding Uses Today

### 2.4.1 Commercial

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 characterized 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 and a retail box development to the north.

### 2.4.2 Residential

The south and north edges of the site are mainly delimited by the backs of the two storey properties along Cool Oak Lane (south) with the new houses (Phase 1 Pilot Houses) repairing these backs and on Ramsey Close (north). The new residential buildings (Phase 1 Lakeside) on the south-western corner of the site are newly completed and fully occupied. This first phase already provided decanting opportunities as part of the previously approved masterplan. The existing estate is described in the next section.

### 2.4.3 Education

There are three schools close to the site: the Parkside View Children's Nursery based within the West Hendon Playing Fields; at west of the Broadway, close to the Hendon Train Station is located the Beis Soroh Schneirer School that provides a Jewish education to young girls; and the Ayesha Community Education, with several centres around the Broadway, that offers a range of educational services to the local population and the Muslim community.

### 2.4.4 Leisure/Restaurants

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.

### 2.4.5 Civic/Religion

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 and West Hendon Community Centre.





1 View north over Perryfield Way carpark



2 View south over Perryfield Way carpark



3 Franklin House



4 Marsh Drive



5 Tyrrel Way



Aerial view of existing estate



6 Typical existing facade

## 2.5 The Existing Estate

2.5.1 The existing West Hendon Estate completed in the late 1960s comprises 597 properties (previously 680 properties before Wendover, Rosemead and part of Warner Close were demolished). The concrete exterior cladding was overclad in the 1980s with horizontal weatherboarding and pitched roofs were also added. 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 and a community centre to the north of the estate.

2.5.2 The existing buildings and public realm on the estate are characterised by:

- 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 and dumping.



7 Typical deck access and stairwell



8 Typical entrance



1 Typical street between Broadway and Estate (Stanley Road)



2 Typical street between Broadway and Estate (Ravenstone Road)



3 Existing vehicle access (Marsh Drive)



4 Existing vehicle access (Perryfield Way)



5 Existing vehicle access (Perryfield Way)



Aerial view of existing estate



6 Existing pedestrian access (Marsh Drive)



7 Existing pedestrian access (Warner Close)



8 Existing pedestrian access (Marsh Drive)

## 2.6 Vehicle and Pedestrian Access

### 2.6.1 Existing Situation

The West Hendon Estate comprises a network of vehicular and pedestrian routes very different in character from the surrounding area, which means that the estate forms a relatively isolated area. The estate is bordered to the north by the small residential cul-de-sac of Ramsey Close; the east of the site is bounded by the Broadway which is the main high street area of West Hendon and is a busy road on the strategic network connecting north/south through West Hendon.

2.6.2 There are limited clear through routes into the site from surrounding streets with no connections to the north or west. Connections to the south are limited to the footways adjacent to Tyrrel Way which connects to Cool Oak Lane. Connections through to leisure opportunities including play fields and the Welsh Harp depend on footways adjacent to Cool Oak Lane.

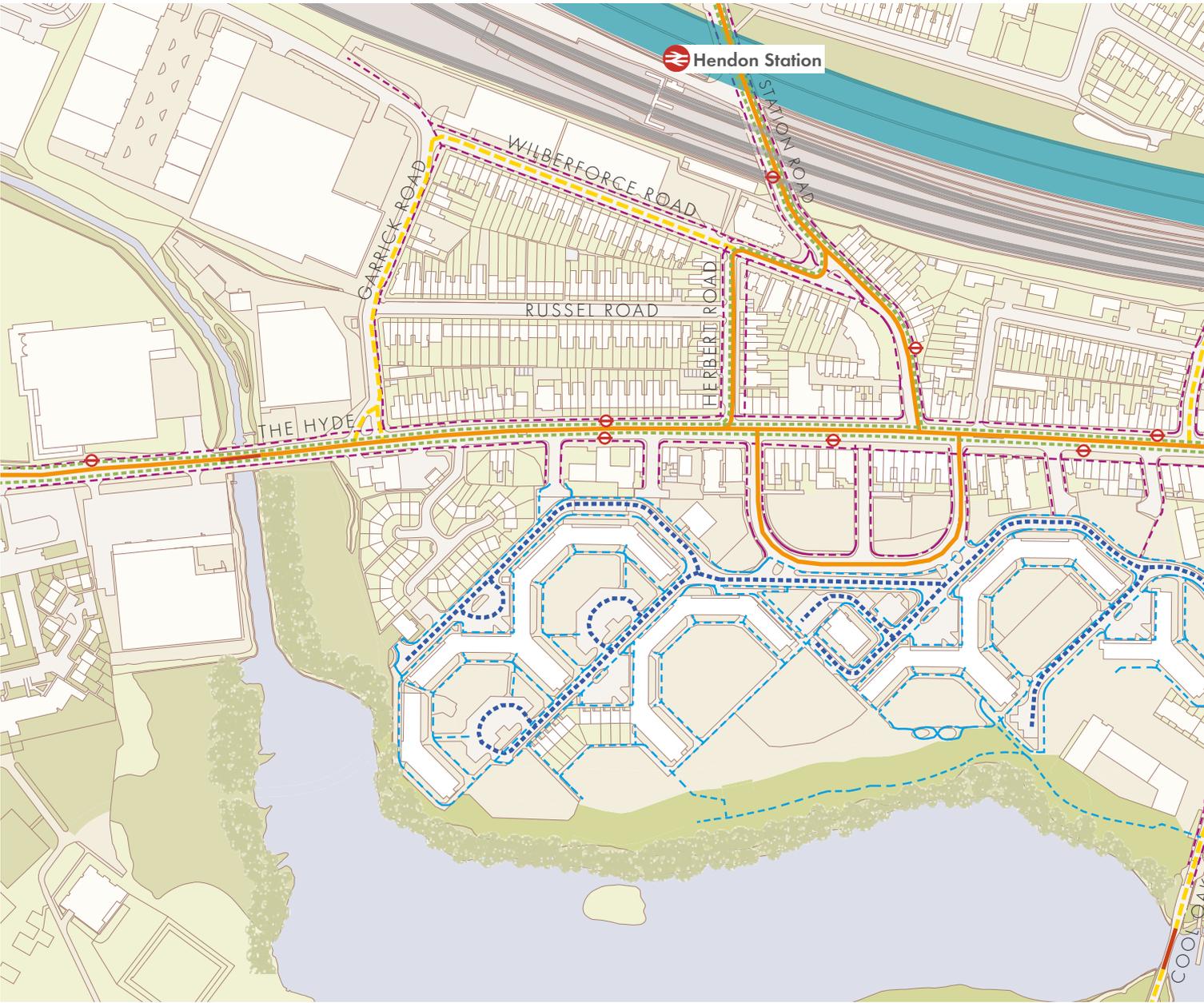
2.6.3 There are no direct pedestrian linkages to the north and accessing relatively nearby leisure facilities such as the West Hendon Playing Fields require pedestrians to walk along the Broadway.

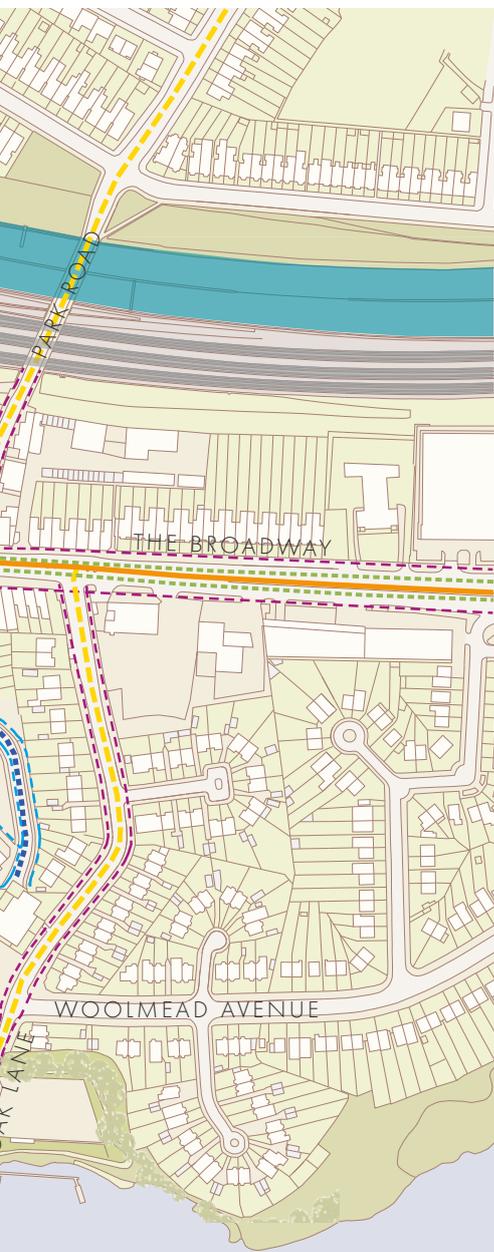
2.6.4 There are good pedestrian connections through to the Broadway to the east. These comprise footways adjacent to the following roads:

- Stanley Road (no through traffic route)
- Milton Road (no through traffic route)
- Perryfield Way South
- Telford Road (no through traffic route)
- Perryfield Way North
- Ravenstone Road (no through traffic route)
- Borthwick Road (no through traffic route)

2.6.5 However, there is poor visual links between the existing housing development and the A5 which may deter people wanting to use these routes.

2.6.6 Travel by bicycle is not a highly used mode within Barnet and the area around the site provides very few on road provision for travel by this mode.





### 2.6.7 Public Transport Accessibility

The proposed development site has a Public Transport Accessibility Rating (PTAL) of 3.

2.6.8 The closest railway station is Hendon station, which is on the Thameslink line linking Brighton and Bedford via Farringdon and central London. Travel time from Hendon to Farringdon is 20 minutes, and there are generally four trains per hour off peak.

2.6.9 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. The tube journey to/from Euston takes 21 minutes and has an average frequency of 4 minutes in each direction during daytime.

2.6.10 The closest four bus stops are located on West Hendon Broadway, which are served by eight daytime bus services to a wide number of key areas of retail and employment and local railway and underground stations.

### 2.6.11 Highway Accessibility

In general the site is very well located to the main highway network to provide distribution opportunities for local and longer distance trips using the North Circular and M1.

2.6.12 A key feature of the existing local network is the use of Perryfield Way and Herbert Road as a means of undertaking right turn movements between the A5 south and A504 and for right turn movements between the A504 and A5 north. Similarly traffic from the A5 north to the A504 is directed via Garrick Road and Wilberforce Road.

- - - pedestrian routes from the Broadway
- - - existing estate paths
- railway
- motorway (M1)
- A roads (A5 & A504)
- B roads
- - - estate roads
- bridge
- - - bus routes
- ⊖ bus stops
- ⊕ station



Existing boundary with Welsh Harp  
(Adjacent to Catalyst site)



View from Cool Oak Lane



View looking east over Welsh Harp  
(Franklin House)



Existing boundary with Welsh Harp  
(Marsh Drive)



Existing boundary with Welsh Harp  
(Lakeside)

## 2.7 The Welsh Harp

### 2.7.1 Ecological Conditions

Adjacent to the West Hendon Estate lies the Brent Reservoir SSSI, primarily notified for its wetland breeding birds, wintering water fowl and botanical interests.

2.7.2 Water based recreation on the main reservoir tends to displace birds to the eastern shore and to more secluded parts of the northern arm of the reservoir adjacent to the West Hendon Estate.

2.7.3 A fringe of dense scrub and wet woodland (within SSSI) between the Site and the reservoir currently provides a continuous natural barrier between the site and the SSSI.

2.7.4 Studies undertaken for the 2004 ES identified the existing ecological value of the Site to be low, comprising commonly occurring urban vegetated habitats, hard landscape and built form with some opportunity for nesting birds and roosting bats, but limited potential to support other protected or notable species.

2.7.5 The ecological amenity value of the Site is low as the boundary with the Brent Reservoir is entirely impermeable to people both physically and visually which largely prevents enjoyment of the SSSI.

### 2.7.6 SSSI Buffer Zone

Natural England requires a 20 metre no development/material storage buffer from the edge of the SSSI. This 'no development' zone can include roads or pavements.

2.7.7 Natural England and Canal and River Trust requirements restrict access to the edge of the SSSI and a buffer area of at least 8 metre in width. This 8 metre landscaped buffer is within the 20 metre 'no development zone'. This prevents pedestrian access to the Welsh Harp to limit the potential for adverse impacts to sensitive wildlife.



View looking south over Welsh Harp

### 2.7.8 **Recreational Uses and Human Disturbance**

There is an active sailing club adjacent to the dam at the south-western end of the reservoir. The southern arm of the reservoir is used regularly for sailing and windsurfing, especially at weekends, with over 100 boats often out at once. The total number of water sport visits per year is estimated at 40,000.

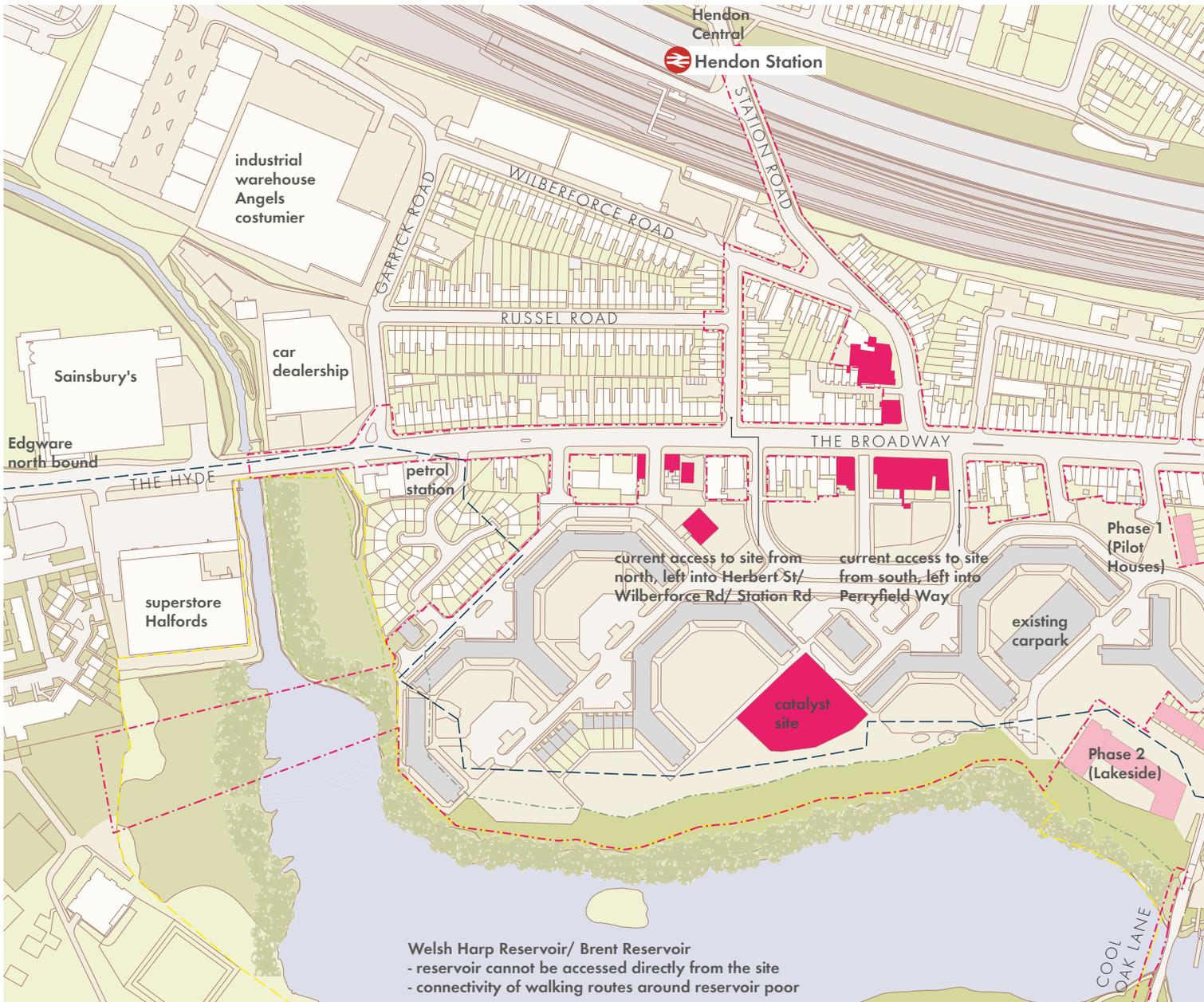
2.7.9 Youth sailing club adjacent to the Cool Oak Bridge was active until 2003, but is no longer operational. The closure coincidentally coincided with the regeneration programme but it was not as a result of the regeneration. When active it catered for 12,000 to 15,000 visitors per year.

2.7.10 The management of wildlife and recreational use of the reservoir is implemented through the Welsh Harp Management Plan. This Plan has been agreed by the three main land owners of the Welsh Harp and its surroundings (London Borough of Barnet, London Borough of Brent and Canal and River Trust). As a part of the Management Plan, the reservoir is zoned to give priority to different uses: these zones include low disturbance wildlife refuges along the eastern marsh, and the northern part of the northern arm of the reservoir.

### 2.7.11 **Water Quality & Hydrology**

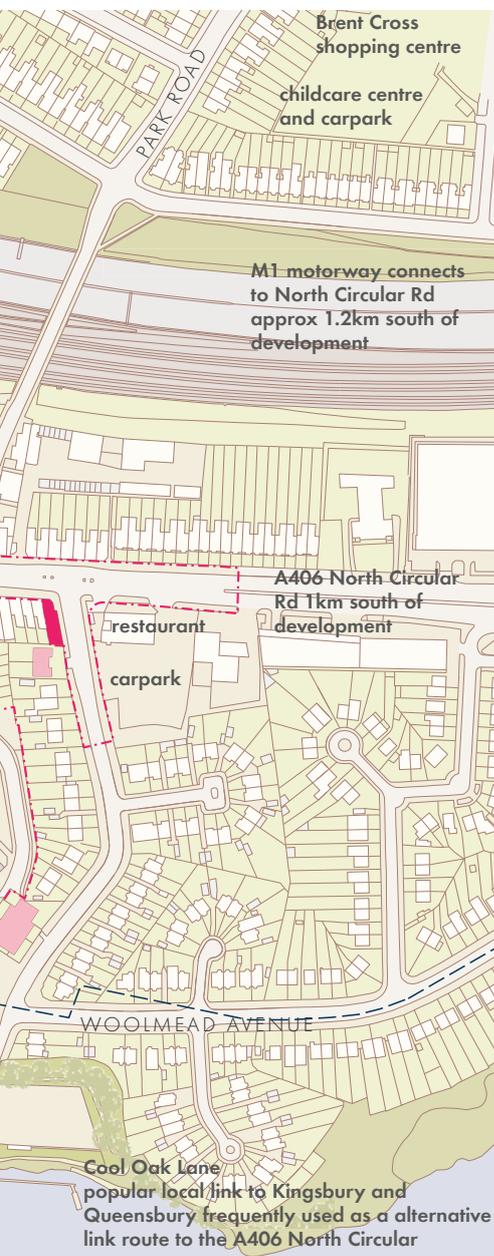
Water quality is poor, with the reservoir being fed primarily by two very urbanized and polluted rivers, the Silk Stream and the River Brent.

2.7.12 The reservoir no longer feeds the canal network, but forms an important part of the River Brent flood alleviation scheme, and as such experiences variable water levels during the course of the year.



Site constraints drawing

- site boundary
- sewer line
- 20m buffer zone
- site of special scientific investigation
- CPO/ private treaty
- existing estate



## 2.8 Site Constraints

### 2.8.1 Working around the Existing Buildings

Developing The Scheme in the context of the existing buildings and community relies upon the phased replacement of the existing buildings closely matched to the housing needs of those currently living there.

### 2.8.2 Compulsory Purchase Orders (CPOs)

The requirement for CPOs to complete The Scheme has meant that phase 3A (Blocks E1-4 and G4) is constrained to locations where the site was assembled without recourse to compulsory purchase in order to initiate The Scheme without long delays and to ensure that there are new homes for the residents to move into.

### 2.8.3 Levels

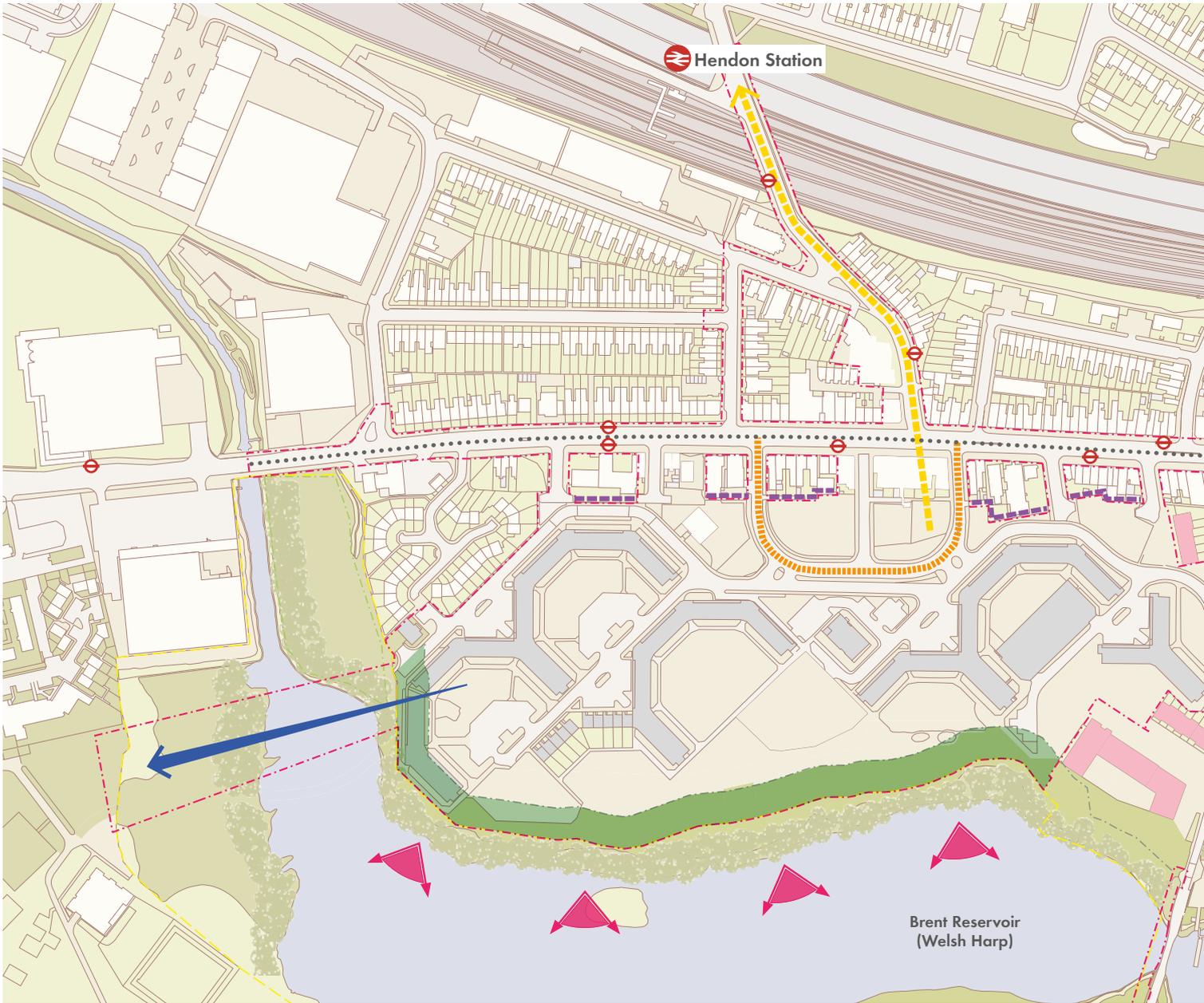
There is a 9-10m change in level across the site from the Broadway down to the reservoir which means that careful consideration needs to be given to the design of the levels to ensure that accessible routes are provided.

### 2.8.4 SSSI no Build Zone

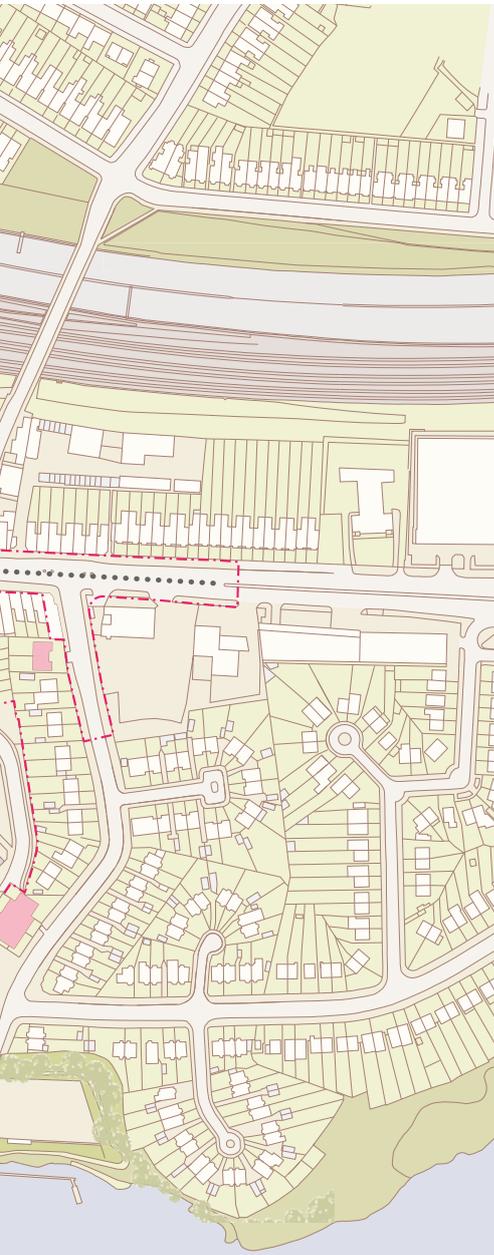
There is a 20m 'no build' buffer zone adjacent to the SSSI to minimise disturbance to the ecology on and around the Welsh Harp.

### 2.8.5 Sewer Main

A foul sewer main crosses the site parallel to the western edge of the Welsh Harp. A staged diversion is needed to redirect this away from the proposed areas of development.



-  Welsh Harp
-  highways
-  parks
-  the Broadway
-  repair
-  proximity to public transport
-  bus stops
-  link to green space



## 2.9 Site Opportunities

### 2.9.1 The Welsh Harp/ Ecology and Education

The Welsh Harp provides the site with its greatest opportunity. The potential to provide views both from public and private spaces should be embraced by any proposal. The Welsh Harp also provides a dramatic and pleasant back drop for any new and enhanced public spaces and routes.

2.9.2 The SSSI offers the opportunity to work with the Canal and River Trust, Natural England and the Environment Agency to offer the Welsh Harp as an educational resource to the local and wider community.

### 2.9.3 Highways

Opportunity to improve the crossings over the Broadway and remove the dominant gyratory on Perryfield Way from the site.

### 2.9.4 Parks

Opportunity to create an improved York Park which is integral to a new neighbourhood and become a pleasant place to play, stop in or pass through. There is the opportunity to link the neighbourhood to green space in the area particularly West Hendon playing fields with Bowling Club, football club and pitches and tennis courts.

### 2.9.5 The Broadway

Improve the commercial viability of the retail and commercial units on the Broadway through increased population on the site.

### 2.9.6 Repair

Extend and complete the truncated streets connecting the site to the Broadway and repair the exposed backs of the properties to the Broadway with new residential courtyards.

### 2.9.7 Proximity to Public Transport

The proximity to public transport links provides the opportunity for a high density housing development to be located on the site with rapid and convenient links to central London and within Barnet. The route connecting Hendon train station to the Broadway and the site will be improved as part of the development with wider pavements, better crossings and improved public realm.

### 2.9.8 Site Levels

There is a fall in level across the site of approximately 9-10m from the Broadway towards the Welsh Harp. This offers the opportunity to conceal the majority of parking areas within the site topography. This change in level also gives the opportunities for elevated views down to the Welsh Harp from the Broadway.



Illustrative masterplan layout drawing

## 3 THE SCHEME MASTERPLAN

### 3.1 Introduction

- 3.1.1 The masterplan was developed around the existing buildings with careful consideration of the decanting process.
- 3.1.2 The next phase was placed on land between buildings allowing for homes to be completed on a need basis (housing association 'need' survey to assess people's needs closer to decanting time) allowing decanting before demolition of the existing buildings. The careful consideration of the phasing avoids any of the secure tenants to be moved from the site and allow for new shared ownership units to be delivered allowing leaseholders a choice of new homes on the estate.
- 3.1.3 The new masterplan is centred around a new park (The Green) and new urban space (Broadway Place) forming a new entrance to the estate. The link to and from the station will be improved and these new open spaces allowing a visual link from the Broadway down to the Welsh Harp.
- 3.1.4 The masterplan is now formed of a series legible streets with a clear hierarchy and the residential accommodation arranged as a series of urban blocks around shared courtyards.
- 3.1.5 The masterplan also responds very directly to all the edge conditions by stepping down on the north and south boundaries to the existing houses, a formal response to the Broadway repairing the backs of the Victorian stock on the Broadway and with an informal arrangement along the edge of the Welsh Harp.





## 3.2 Use and Amount

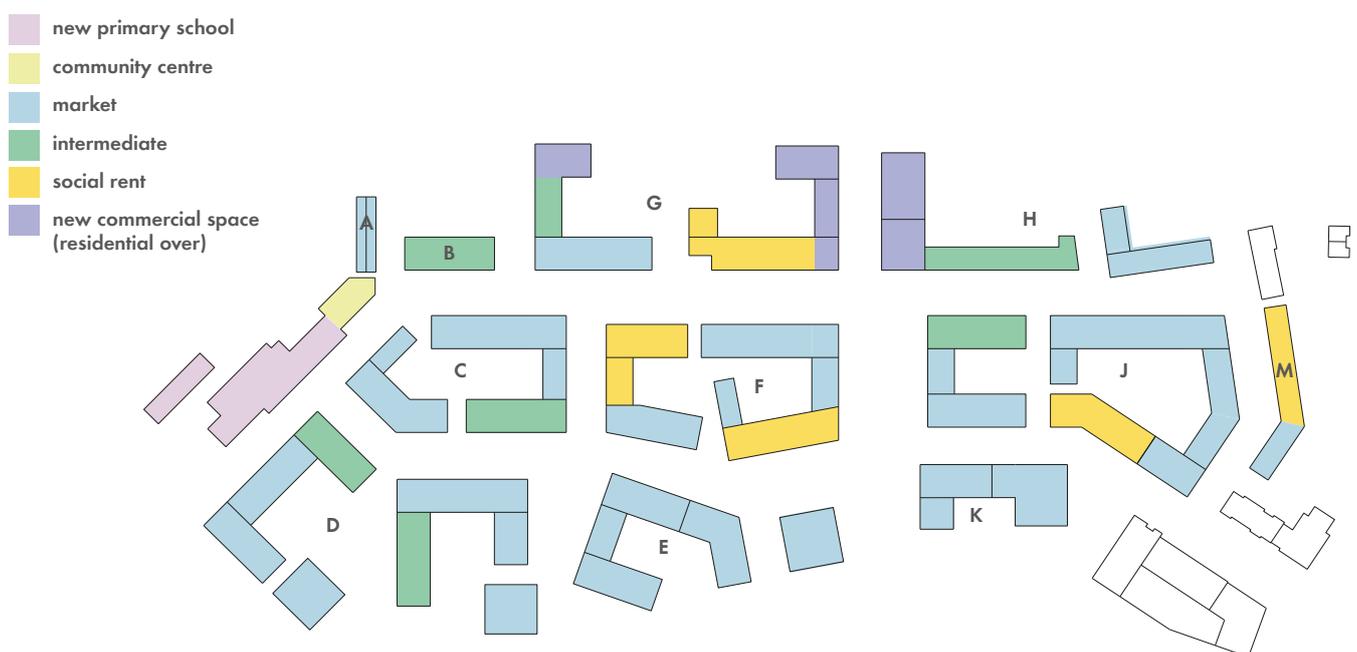
### 3.2.1 Residential

The residential accommodation proposed is defined by the need to deliver a viable scheme and the need to provide suitable housing for decant of the secure tenants on a needs basis. Accommodation is designed to the Lifetime Homes requirements and to comply with the Mayor's Housing Design Guide. There will be a provision for 10% adaptable accessible units spread across all tenures and unit sizes. For residential mix is 75% private (market) and 25% affordable (shared ownership and social rent). All secure tenants will be re-housed on the site. The approved masterplan will provide 2000 new residential units. 34 units are retained in Ramsey Close and 30 units within the retained buildings along the Broadway.

3.2.2 The location of the tenure is mainly informed by the phasing and decant strategy (CDB.12 and CDB.13). The need for larger units also places an element of affordable on the south of the site towards Cool Oak Lane in the new townhouses M3 and M4. The remaining affordable units are distributed across the site and within phases sharing courtyards with other tenures.

### 3.2.3 Commercial and Community Use

There is approximately 1600sqm of commercial floor space in The Scheme replacing around 1714sqm of existing floor space. This is located on the Broadway and in Broadway Place and is envisaged to be suited to small retail units, restaurants or cafes. A new community centre and two form entry primary school with nursery are also accommodated within The Scheme.



Tenure distribution



**crossings**  
improved crossings over  
the Broadway

**commercial**  
commercial space  
at ground floor

**Ramsey Close**  
(35 units retained)

**community centre**

**primary school  
and nursery**

**community gardens**  
are being provided for  
residents in each block

Illustrative masterplan layout drawing

**bridge**  
link to playing fields  
and bowling club

**pedestrian route**  
no vehicles on the  
water's edge compared  
to previous application

**York Park**  
creates quality outdoor  
space for residents and  
visitors alike

**Station Road**  
improved link from  
Hendon Station

**Broadway Place**  
new link between Broadway  
and Welsh Harp



**Phase 1**  
completed development  
(8 units)

**pedestrian priority**  
across east road

**The Green**  
new local public park

**local play areas**  
children's play areas  
located in all courtyards

**Phase 2**  
development to be  
completed in spring 2013  
(186 units)

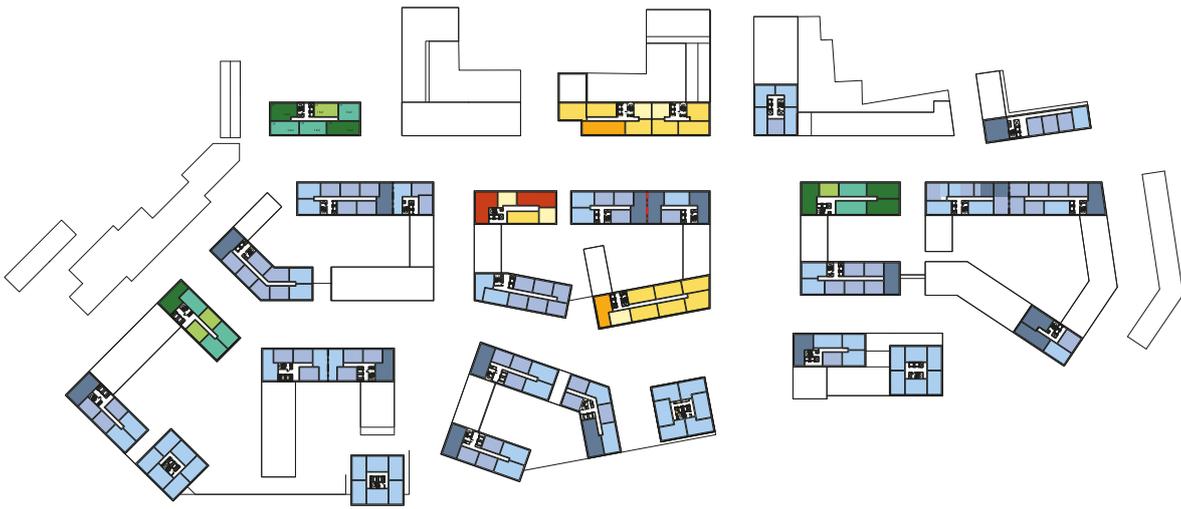
**Memorial Trees**

**bridge**  
new pedestrian bridge

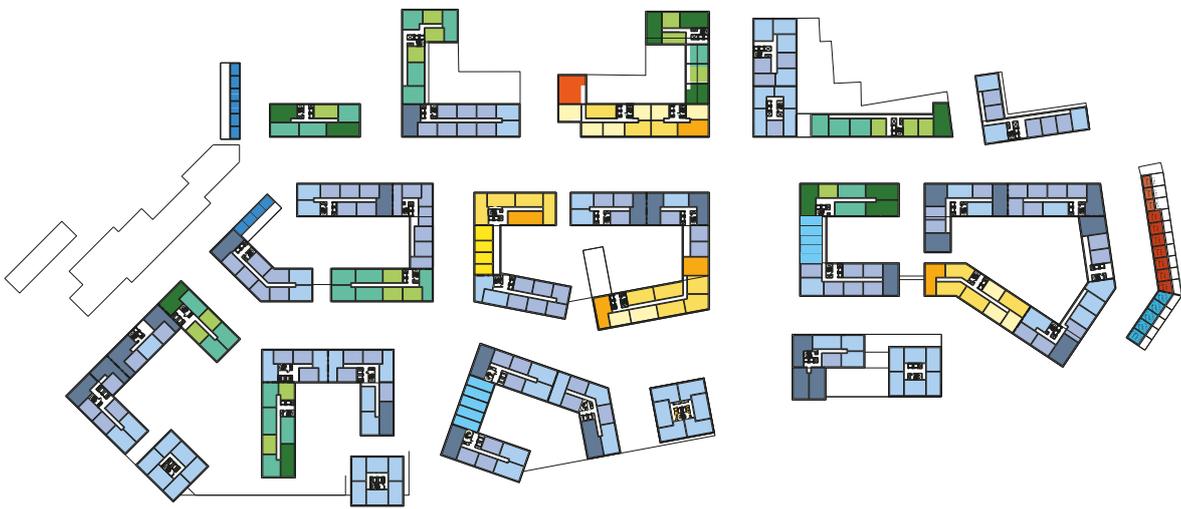
**CHP plant**  
located at lower  
ground and basement

**Vista**  
a new connection  
to the water

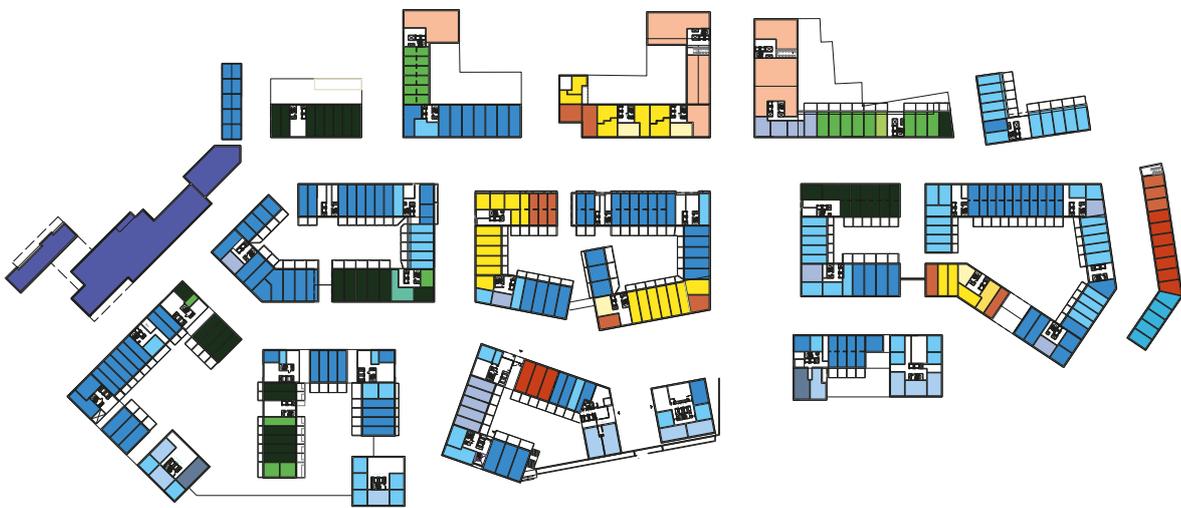
**Brent Reservoir**  
SSSI Site



Upper level plan



Mid level plan



Ground floor plan

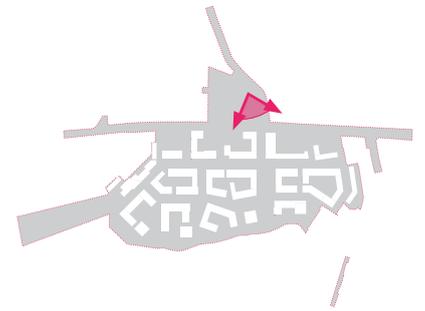


### 3.3 Typical Plans

3.3.1 The plans incorporate the following principles:

- Around eight residential units per stair and lift core per floor
- Windows provided in stair and circulation areas wherever possible
- Stair and lift cores are open to the street and connect through into secure communal courtyards
- Duplex units (maisonettes) located at ground and first floors wherever possible to provide activity and natural surveillance onto the street minimising ground floor bedrooms.
- Avoiding directly north facing single aspect units
- Optimising dual aspect units particularly for larger units which are either duplex units with dual aspect or corner units
- Mixed tenures sharing courtyards
- Layouts and units designed in accordance with the Mayor's Housing Design Guide
- 100% Lifetime Homes compliant
- 10% wheelchair accessible housing

market	intermediate	rented
 1 bed	 1 bed	 1 bed
 2 bed	 2 bed	 2 bed
 2 bed_D	 2 bed_D	 2 bed_D
 3 bed	 3 bed	 3 bed
 3 bed_D/H	 3 bed_D/H	 3 bed_D/H
 4 bed_H		 4 bed_H



Route from the station subject to Section 106 requirements and priorities

### 3.4 Arriving in West Hendon

- 3.4.1 Arriving by train from Hendon Station an improved pedestrian route with wider pavement and improved public realm provides residents with an enhanced connection to the development and for people living in the area using the Broadway.
- 3.4.2 The public space (Broadway Place) linking the route from the station into The Scheme has been aligned with the pedestrian footpath to ensure that the visual link to the Welsh Harp is reinforced.
- 3.4.3 The new public space creates a sense of arrival to the new neighbourhood for residents and visitors as well as providing a link to the Welsh Harp.



Existing view from station road towards the Broadway



Existing view from Broadway towards Hendon Station



Illustrative view from Station Road towards the Welsh Harp



Illustrative view of new public space - Broadway Place



View towards Station Road and the Broadway (The Green and Broadway Place)



### 3.5 New Public Open Spaces

3.5.1 The masterplan is structured around a coherent framework of public places each with a distinctive character that relates to the sites context ranging from the urban character of the Broadway through to the natural character of York Park.

3.5.2 The key public open spaces are:

- 1 Pocket Parks
- 2 Link spaces
- 3 Broadway Place
- 4 The Green
- 5 York Park

3.5.3 The two Key spaces are 'The Green' (3) and 'York Park' (4), the following section look at these two spaces in more detail with examples of similar spaces in terms of character and scale.

3.5.4 The Green is a more formal urban park also creating a visual link from the Broadway to the Welsh Harp. The space evolves from a formal urban space (Broadway Place) at the entrance to The Scheme to a more informal new York Park along the edge of the Welsh Harp (SSSI site).

3.5.5 The new York Park is a linear park stretching from south all along the eastern edge of the Welsh Harp and is 20m wide at it narrow points but widens amongst the new buildings. This park also includes and incorporates the protected Memorial trees and a wide range of play spaces.





Hammarby public space



Brindley Place, Birmingham



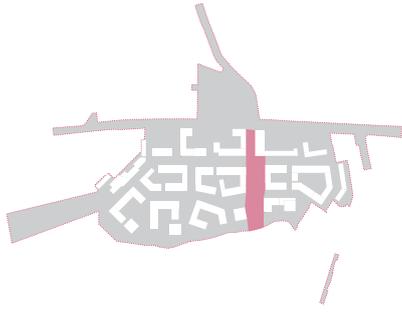
St James's Park



St Andrews, Bromley-by-Bow



BBC Centre, White City



Broadway Place and The Green



Hammarby public space



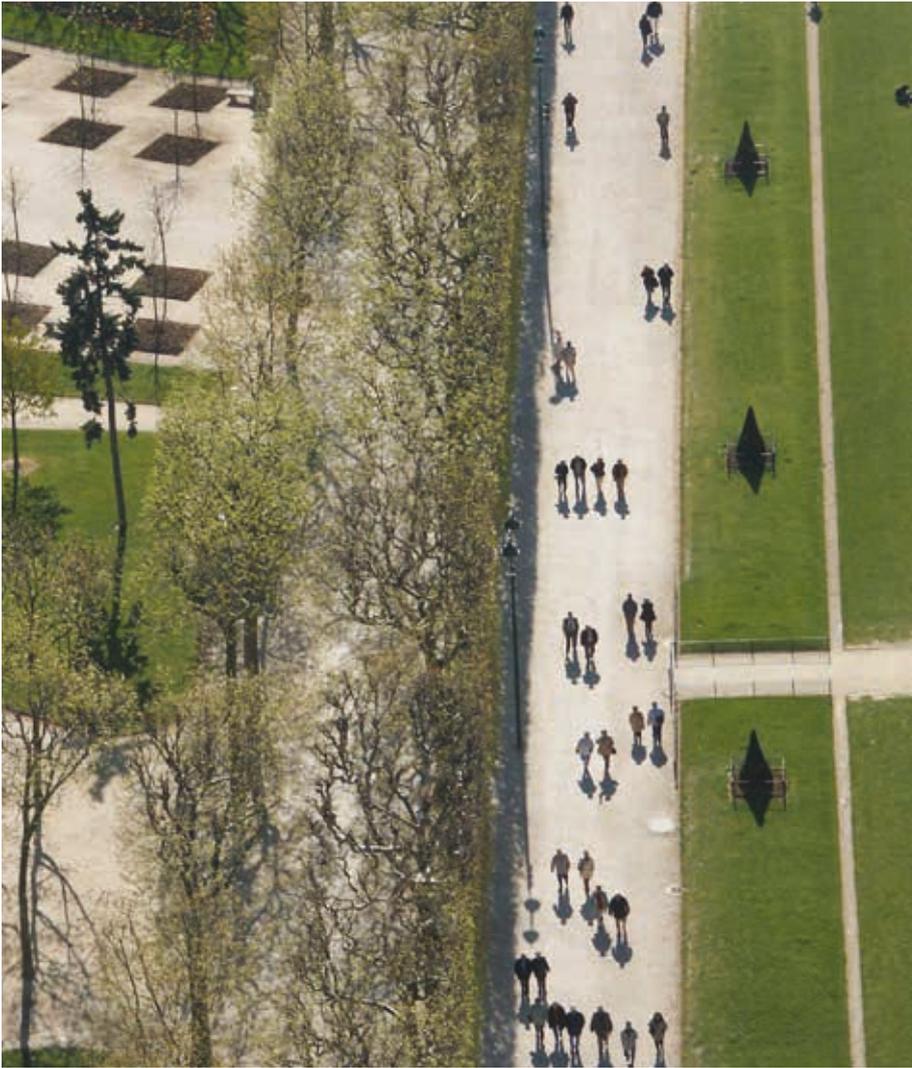
Olympic Park



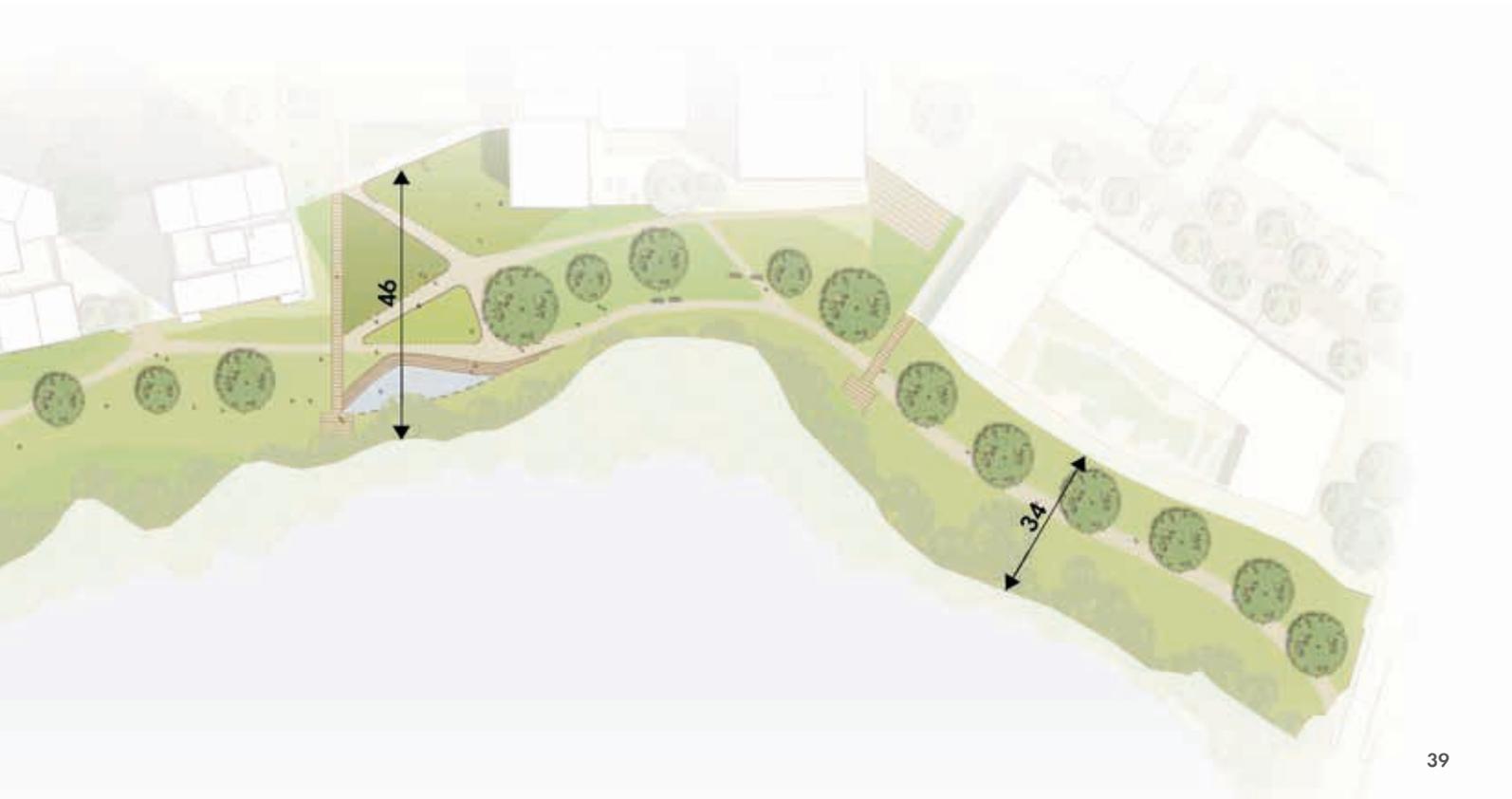
Olympic Park



The new York Park



Paris Parc





Bridge locations in outline application



Cool Oak Lane bridge

### 3.6 Bridges Linking Open Space

3.6.1 There are two pedestrian bridges in the approved outline application across the Silk Stream and adjacent to the listed bridge on Cool Oak Lane.

#### 3.6.2 Silk Stream bridge

A new pedestrian footbridge is proposed to improve connectivity between the development site and the wider community, and in particular, to allow direct access to the playing fields and green spaces to the west of the Welsh Harp Reservoir.

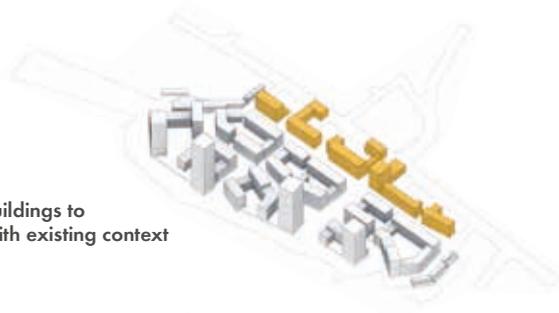
#### 3.6.3 Cool Oak Lane bridge

A new dedicated pedestrian and cycle bridge is proposed at Cool Oak Lane adjacent to the historic listed three arch bridge.

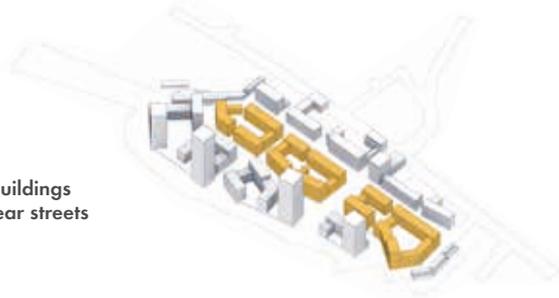
3.6.4 A bridge in this location will remove the need for pedestrians and cyclists to wait at the signalised crossing and use the main carriageway to cross. This will provide an enhanced amenity and improved access to the green space to the west of the Welsh Harp. The design assumptions for this bridge are as follows:

- Structurally independent of the listed bridge
- 120 year design life
- 2.0-3.0m clear width
- 1400 high parapets
- Positively drained deck

interface buildings to  
integrate with existing context



courtyard buildings  
to create clear streets



low level linking buildings



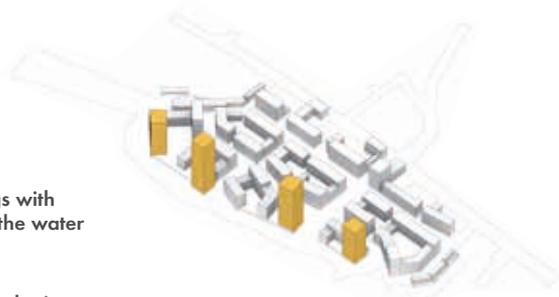
townhouses to integrate  
with existing context



waterfront villas  
opening out onto water



tall buildings with  
views over the water



Building typologies

### 3.7 Scale, Massing and Tall Buildings

3.7.1 The massing strategy has been developed around five key residential typologies to respond to different parts of the site and to inform the character of the buildings as these are developed in more detail:

#### 3.7.2 Interface Buildings

Low rise 'interface' courtyard blocks are located behind the buildings on the Broadway in order to relate to the existing building scale in this location and make a transition to higher massing further into the site.

#### 3.7.3 Courtyards

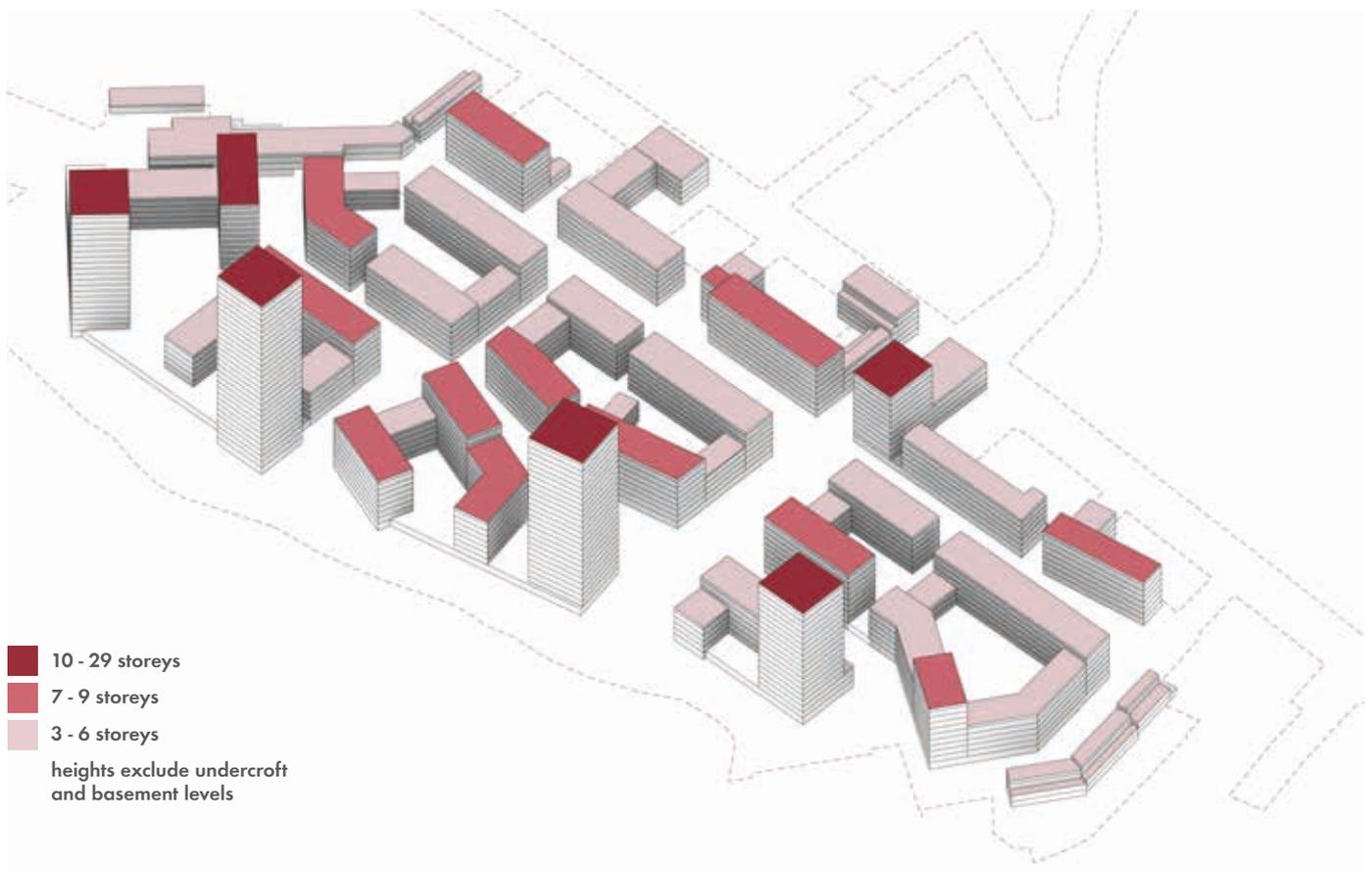
Medium rise courtyard blocks in the centre of the site located between the lower interface buildings on the Broadway and the higher massing to the west of the site on the waterfront.

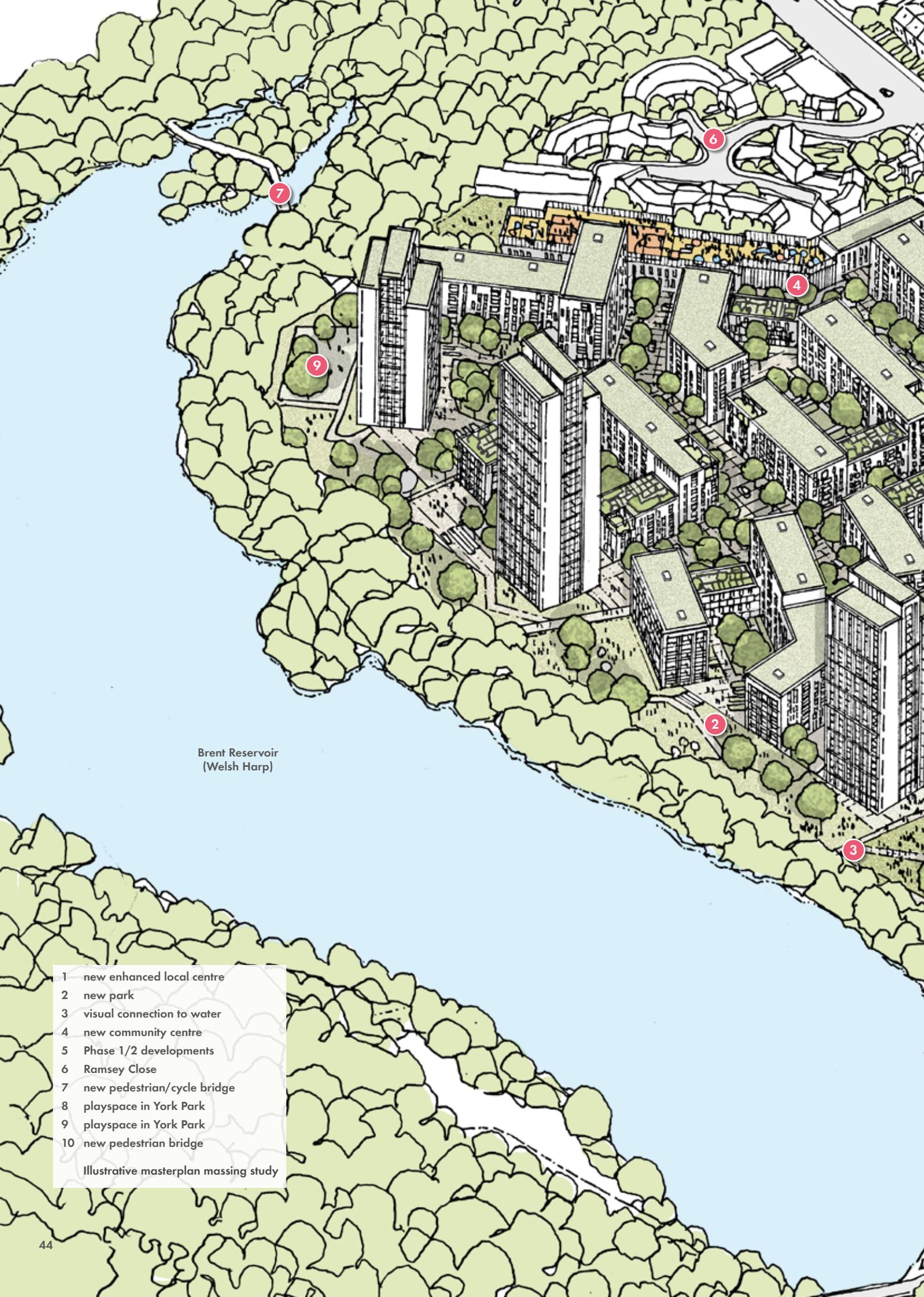
#### 3.7.4 Townhouses

Low rise townhouses are located at the northern and southern end of the site to relate to the building scale and residential typology in these locations.

#### 3.7.5 Waterfront Pavilions and Tall Buildings

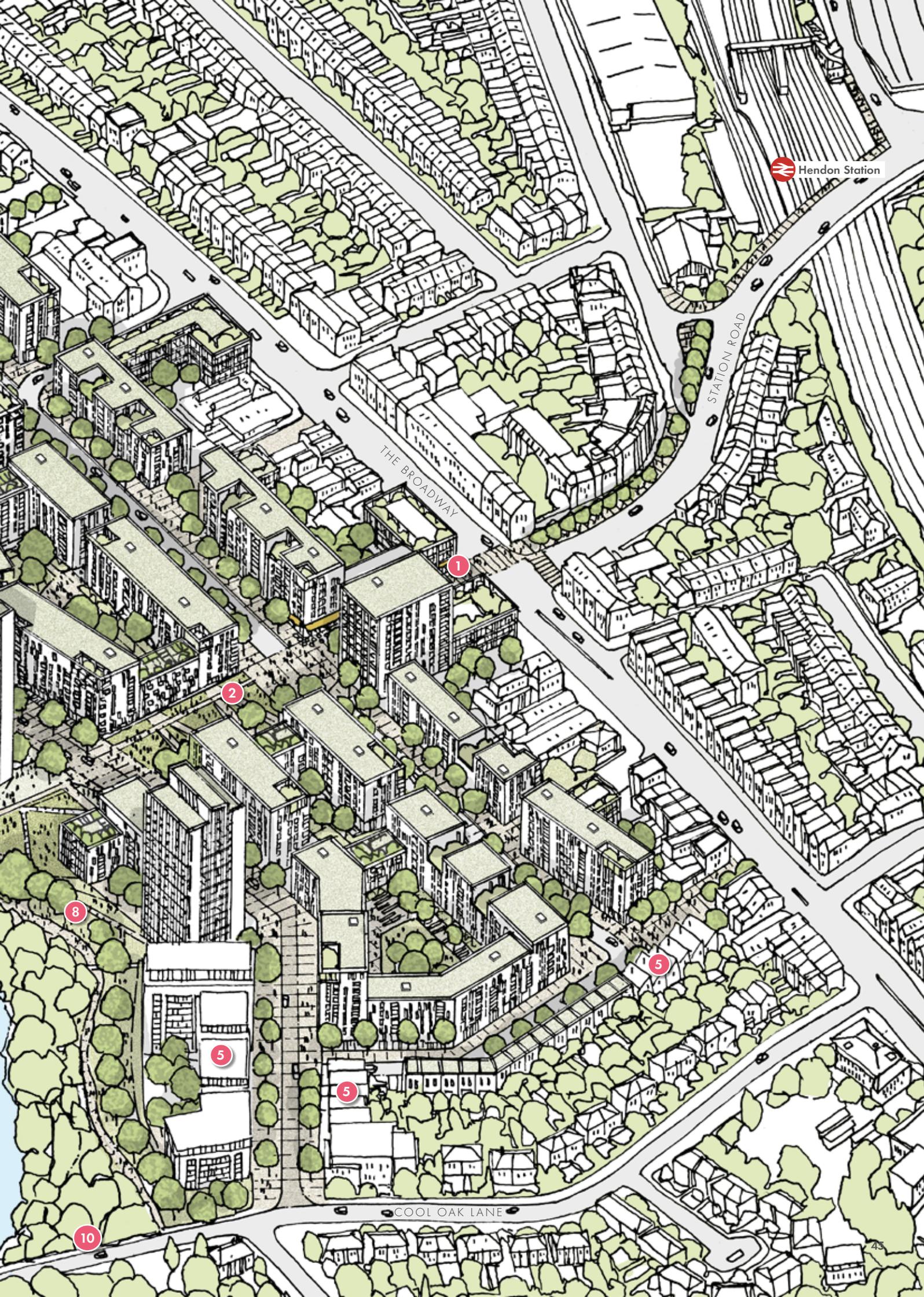
Medium rise waterfront pavilions to the west of the site linked to tall buildings with views over the Welsh Harp.





Brent Reservoir  
(Welsh Harp)

- 1 — new enhanced local centre
  - 2 — new park
  - 3 — visual connection to water
  - 4 — new community centre
  - 5 — Phase 1/2 developments
  - 6 — Ramsey Close
  - 7 — new pedestrian/cycle bridge
  - 8 — playspace in York Park
  - 9 — playspace in York Park
  - 10 — new pedestrian bridge
- Illustrative masterplan massing study



THE BROADWAY

STATION ROAD

COOL OAK LANE

- ▶ maisonette front door entrance
- ▶ school/community centre entrance
- ▶ carpark entrance
- ▶ flat core entrance
- ▶ commercial unit entrance

### 3.8 Entrances and Streets

3.8.1 A key principle of the masterplan is to create a clear set of streets which provide the people living there with a sense of address in relation to entrances. Furthermore in order create active streets maisonettes are located at ground and first floors. Each maisonette has a front door at ground floor level off the street generally. The maisonettes also conceal the parking behind to avoid large facades at street level with louvres for carpark ventilation where possible. Further entrances at street



Location of entrances across illustrative masterplan

level are provided in the form of entrance lobbies serving the flats on the levels above the maisonettes. Closer to the Broadway the ground level opens up to provide frontages for commercial units.

- 3.8.2 The different types of entrances across the masterplan mean that the streets are activated with people arriving and leaving their homes and by cars passing by on the street to create safe streets where people have the opportunity to meet their neighbours.





Ground floor facade detail (Phase 3A)



### 3.9 Streets and Materials

3.9.1 The masterplan creates a coherent network of inclusive streets which are enjoyable to use and are enclosed by buildings which frame the streets as places and spaces for neighbourhood life. The rationale for the use of materials seeks to compliment this approach by suggesting a visually harmonious palette of robust materials coupled with well proportioned window and door openings in deep window reveals. The deep windows reveals of one and half bricks provide a degree of additional privacy from inside people's homes and provide a play of light and shade across the facade to create variation in the surface. It is proposed that the facade is constructed from the following palette of key materials:

- Predominantly stock buff brickwork
- Painted Steel and glass (balconies)
- Aluminium (window frames)

3.9.2 Brick has been chosen as the primary material for the walls as a familiar material for people's homes and as a material which provides a natural level of variation and texture to the wall surface.

3.9.3 As the masterplan develops brick will offer a coherent element but with the opportunity to subtly vary the brick mix, bond and mortar colour to create a rich blend of related buildings and streets. Brick is also chosen as a durable, low maintenance material which will mature well and become visually richer with time. Using materials which are durable and robust contributes to creating a stable environment for the neighbourhood and community without the need to rely on high levels of maintenance.



St Andrews Bromley-by-Bow



Example of buff stock brick

- Broadway: character response to existing street
- East Street: character linear formal street
- West Street: character informal street
- York Park: character opens out towards the Welsh Harp

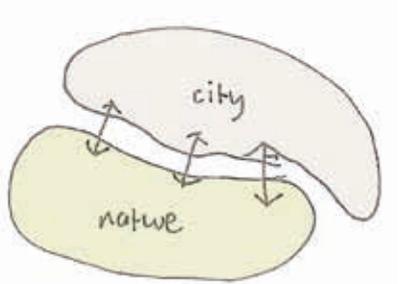
### 3.10 Materials and Character Areas

3.10.1 The use of materials across the masterplan is described in more detail in the Design Guidelines. A key principle in relation to streets and building frontages is to make a transition from the urban character of the Broadway to the natural setting of the Welsh Harp:

- Broadway and Broadway Place connecting Station Road to East Street. The colour and materials will respond to the context of the existing materials on the Broadway.
- Main Streets running North to South should be of coherent appearance and change in character with East Street being

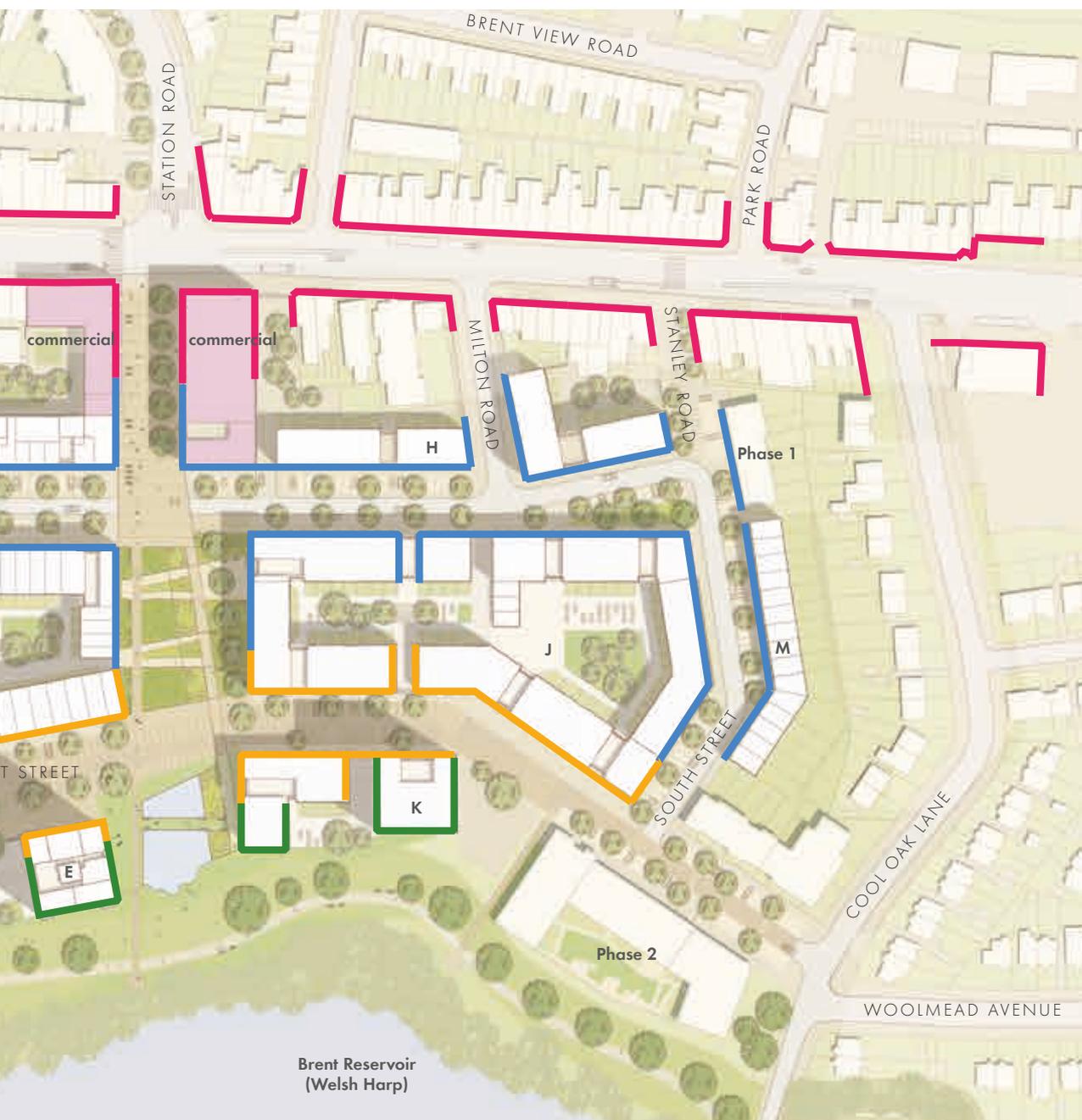


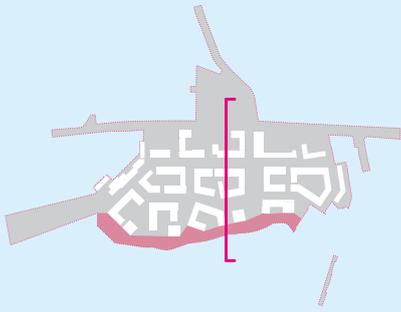
Materials palette across illustrative masterplan



Sketch diagram illustrating the need to make a transition in character from the urban Broadway to the natural Welsh Harp

- more ordered and urban and West Street becoming more varied adjacent to the Welsh Harp.
- Secondary streets running east to west should be more dominated by green and allowing views through to York Park to visually connect them and the town beyond with the landscape along the edge of the Welsh Harp.
- Tall buildings are located on the edge of York Park with a restrained geometric shape as a subtle counterpoint to the natural, landscape and tree line alongside the Welsh Harp.
- Courtyard and buffer spaces between the buildings are light and informal and should express their own, more varied identity.





The Broadway

195 the Broadway

Building G

East Street 24.5m

Building F

Site cross section from the Broadway to the Welsh Harp

### 3.11 Transport and Parking

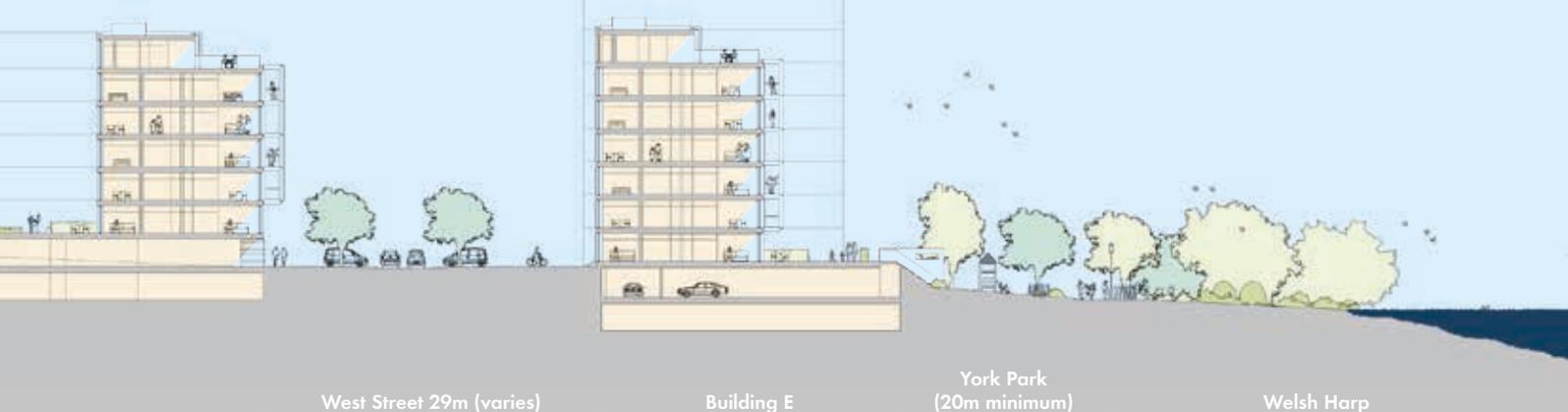
#### 3.11.1 Proposed Transport Infrastructure

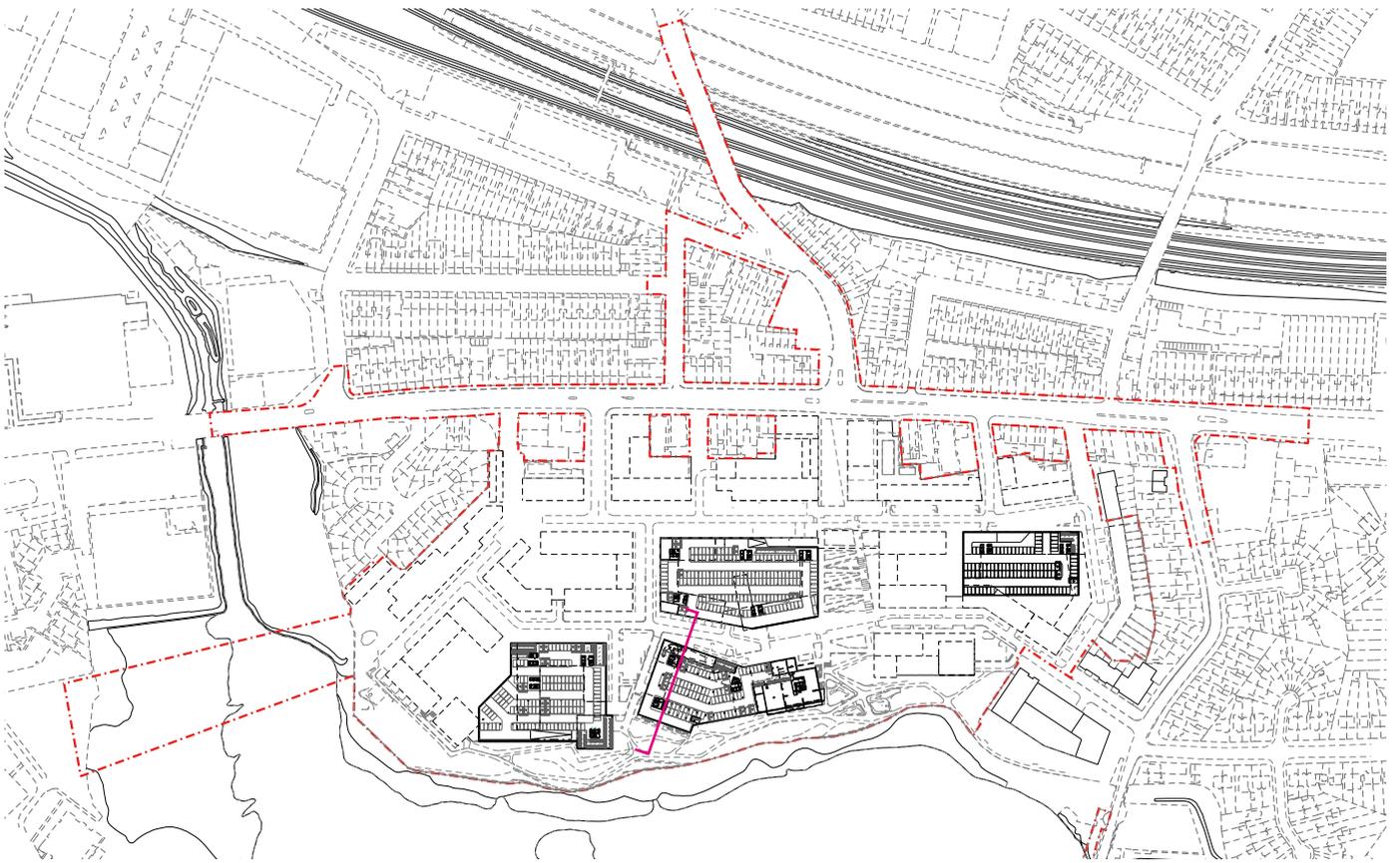
A series of transport infrastructure improvements are envisaged as part of the development of the site. In order to facilitate access to the development site, the signalised junction of West Hendon Broadway with North Road and two priority junctions at Milton Road with West Hendon Broadway and West Road with Cool Oak Lane will be created. Some parts of West Hendon Broadway and Cool Oak Lane will be realigned to accommodate these junctions. A number of pedestrian crossings will be created on West Hendon Broadway, Cool Oak Lane and Station Road, all of which are situated at the edges of the development site.

3.11.2 Within the site there will be integrated approach to design with pedestrian and vehicular movements being considered alongside landscape and on street parking requirements. The aim is to create streets with excellent pedestrian linkages forming logical routes through the site and connecting out towards local facilities including West Hendon Broadway, Hendon Station to the east and leisure facilities to the west.

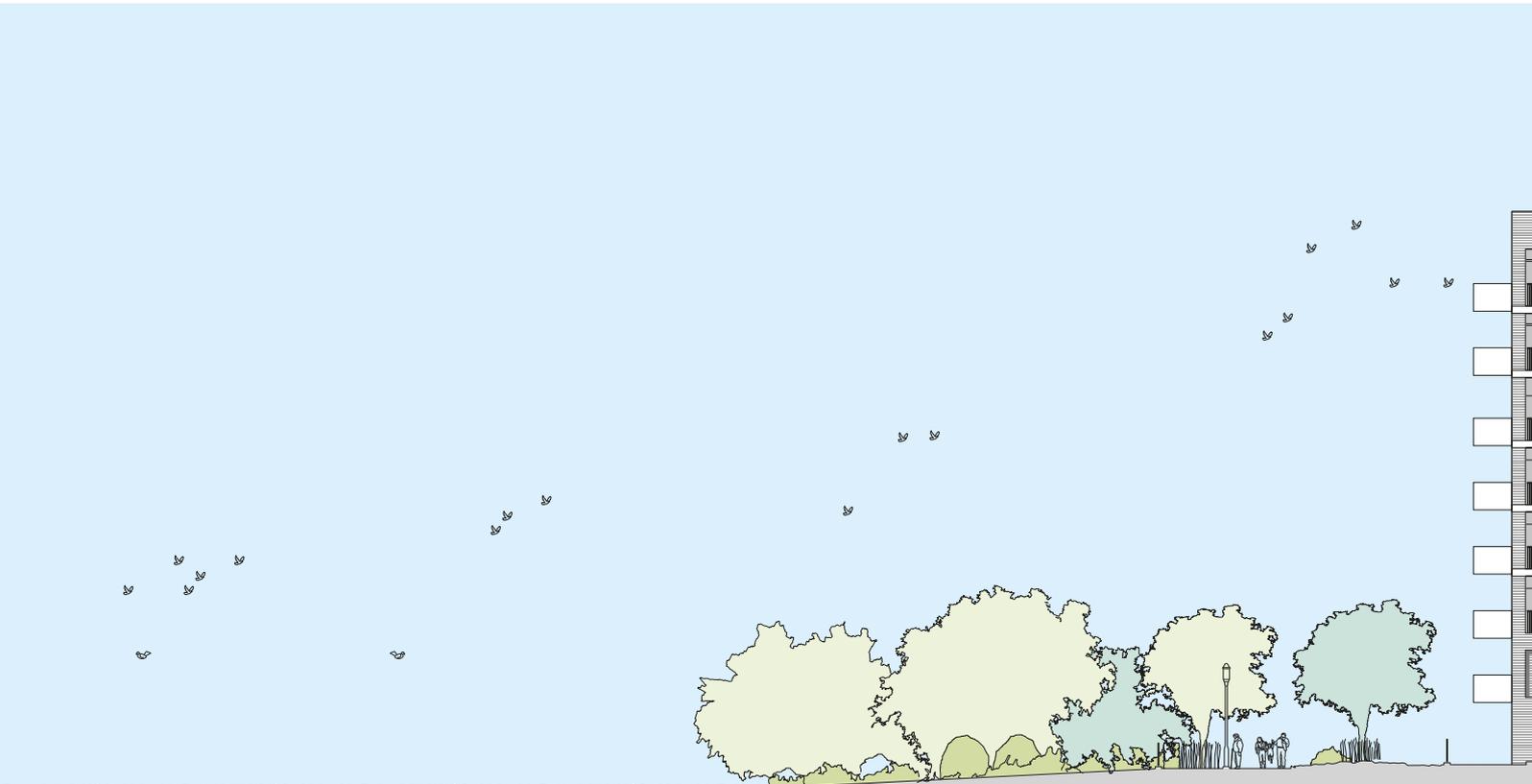
3.11.3 Shared surfaces will be created where the main pedestrian routes intersect with internal roads. Traffic will be calmed on the streets throughout the estate principally by means of geometry but with sympathetically detailed traffic calming measures where required, such as the shared surfaces.

3.11.4 The streets have been designed to accommodate refuse vehicles and other HGV movements for deliveries and a servicing strategy has been established that combines regular refuse pick up points from every building service core and locations where vehicles can park for deliveries without blocking streets or conflicting with on street parking.





Basement parking



Section through Block E (Phase 3A)

3.11.5 Outside the site there will be a series of footway improvements along Station Road, footway improvements to West Hendon Broadway, bus Stop improvements with reference to TfL accessible bus stop design guidance, the provision of the Silkstream Bridge and associated pedestrian links to the north of the site, and a new pedestrian bridge adjacent to Cool Oak Lane.

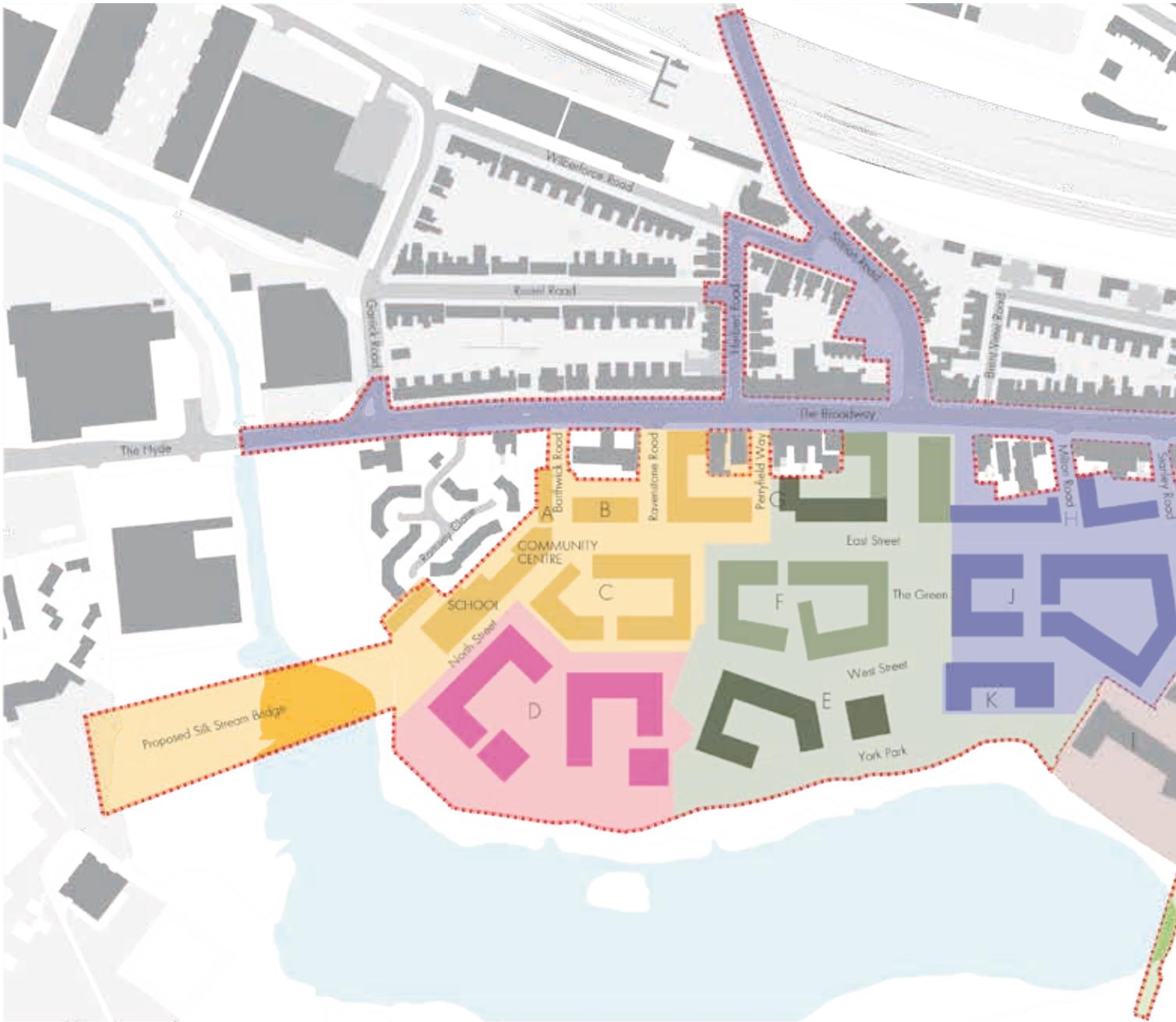
### 3.11.6 **Parking**

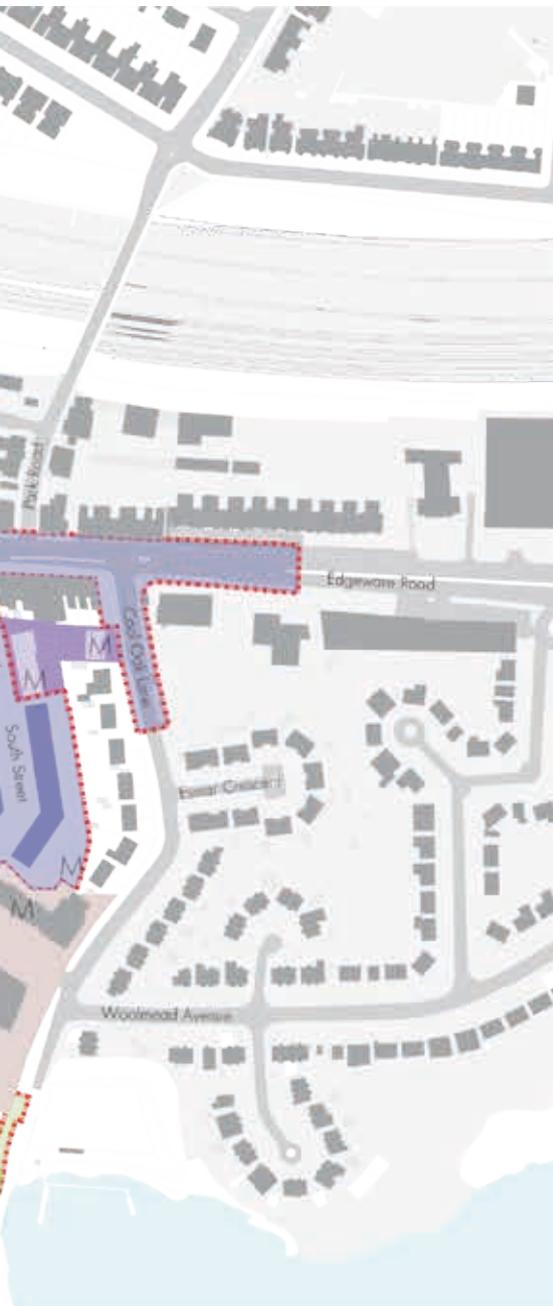
An overall parking ratio of 0.8 is proposed which amounts to a total of 1600 parking spaces. Parking is expected to be allocated on a long lease to houses and flats on the site and will be available to relocated secure tenants via a permit scheme.

3.11.7 It is anticipated that one bed flats are likely to take up a generally low level of parking reflecting the practical option for owners of small units to live in locations such as West Hendon without owning a car. However, it is acknowledged that for some circumstances there may be requirements for car ownership and other circumstances where larger units will not require a space; hence the parking will be not allocated to specific units.

3.11.8 Suitable parking will also be made available for other modes, namely bicycles, motorbikes as well as charging points for electric vehicles.







### 3.12 Phasing and Decanting

- 3.12.1 The phasing and decant strategy is a crucial element within the masterplan. The initial phases of the masterplan have been tailored to allow the initial development phases to be constructed on land assembled without the need for compulsory acquisition whilst also maintaining the local infrastructure network.
- 3.12.2 The early phasing for the masterplan is broken down into incremental sub-phases which are located in vacant areas of the site. Following on from Phase 1 (Pilot houses) and Phase 2 (Lakeside) consented under the previous masterplan, four further phases have been identified within the approved masterplan which are based on a number of factors including:
- number of units per phase
  - number of units required for decant
  - number of parking spaces per phase required based on a 0.8 parking ratio
  - number of units required relative to 'triggers' for improvements required in infrastructure
- 3.12.3 A further consideration in the location of the initial phases was to provide the new link from the Broadway to the Welsh Harp as early as possible to create public open space and a sense of place as early as possible. Therefore Phases 3A, 3B and 3C incorporate the public realm and buildings which will provide this link including Broadway Place, The Green and part of York Park

- Phase 1
- Phase 2
- Phase 3A
- Phase 3B+C
- Phase 4
- Phase 5
- Phase 6



Massing model of the regeneration project (1:1000)





July 2016 - progress on site



### 3.13 Recent Construction on Site

- 3.13.1 The two blocks developed for the detailed part of the outline planning application (phase 3) were Building E and Building G1/2. These are located in two areas of the site which after analysing possible locations across the site did not require any demolition work prior to construction of the new buildings.
- 3.13.2 These locations were chosen to facilitate commencing the scheme but also because they are adjacent to the new public space linking the Broadway to the Welsh Harp.
- 3.13.3 Building G1/G2 is located to the east of the site on the old location of the Perryfield Way carpark. It occupies the highest part of the site and it repairs and encloses part of an existing urban block on the Broadway. The current location of the Perryfield Way gyratory becomes East Street and Building G1/G2 is located at the intersection of East Street and the new public space leading to the Welsh Harp.
- 3.13.4 Building E is located to the west of the site adjacent to, but set back from the Welsh Harp. It occupies one of the lower areas of the site, overlooking the Welsh Harp and York Park.
- 3.13.5 Blocks E1, E2, E3, E4, G1 and G2 are completed.
- 3.13.6 Blocks G4, H3, H4, and F are due to commence on site in 2017.



Recent construction on site (2013 Masterplan)



### 3.14 Delivering Community Benefits

3.14.1 As part of the outline planning application for the Scheme permission was not just granted for residential units but also for a two form entry primary school with nursery, a community centre and commercial space along with associated parking provision, highways works, public realm proposals and pedestrian bridges across the Silk Stream and Cool Oak Lane. The Scheme is now starting to deliver these community benefits as the different phase coming forward:

Phase 3 - most of the public open space include a new York Park (linear park along the Walsh Harp), The Green (central green open space) and Broadway Place (new urban square at the entrance to the Scheme) will be delivered after completion of this phase. A temporary new community space has already been delivered in Phase 3a, Block G

Phase 4 - improvement to highways including a new pedestrian and cycle bridge next to the Cool Oak Lane bridge will be delivered during sub phasing of this phase, refer to 4.2 for further details.

Phase 5 and 6 – the school and community facilities are part of the final phases of the Scheme and will provide a permanent new community facility

#### 3.14.2 The Community Centre

A temporary new community centre, Community Hub, has been provided at the base of Block G within a commercial unit.



Community Hub

### 3.14.3 The Cool Oak Lane Bridge

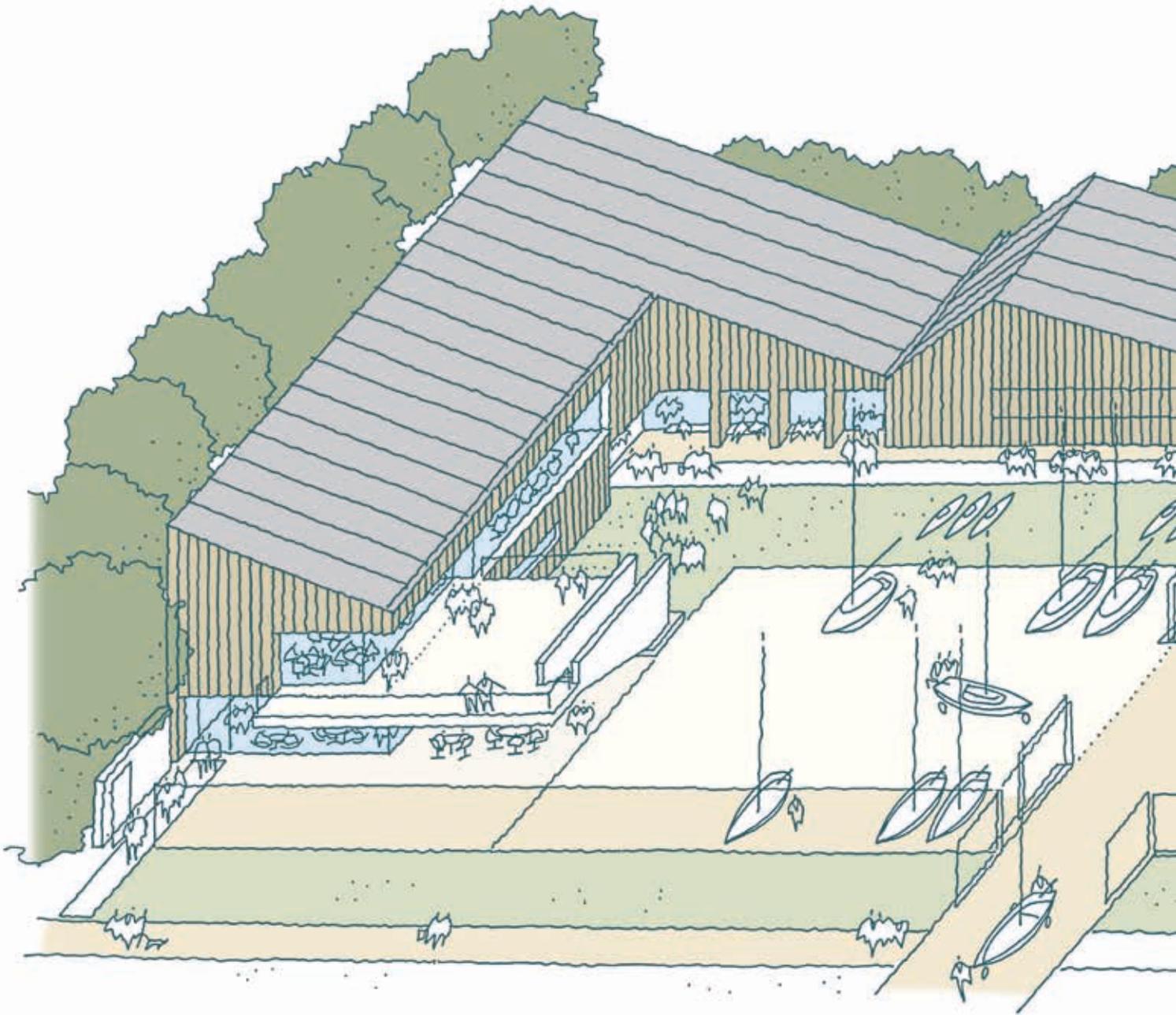
A full description of the development can be found in the Development Specification contained in the documentation for the original outline application.

The reserved matters application seeks permission for the layout, scale, appearance, landscape and access for the first of the two bridges the Cool Oak Lane pedestrian and cycle bridge.

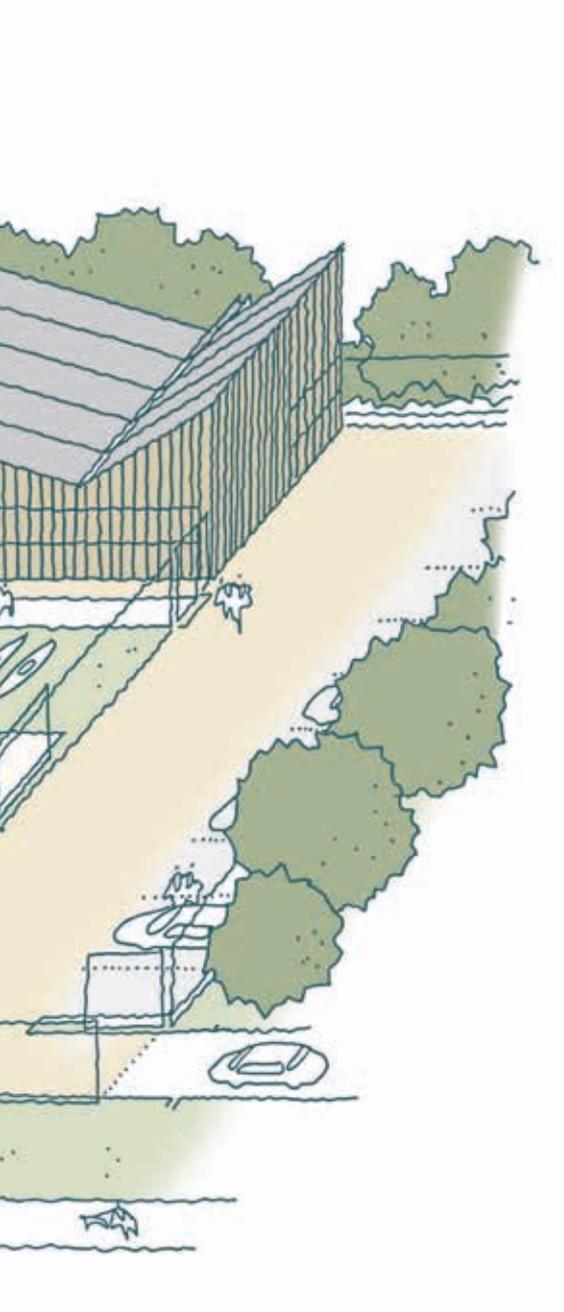
The new dedicated pedestrian and cycle bridge will provide a substantially improved link between the development and the metropolitan public open space. Creating better linkage between the two is fundamental to achieving more sustainable patterns of movement, improving the wellbeing of the area and encouraging greater use of the open spaces.



The Cool Oak Lane Bridge, photomontage showing a curved crossing



The Phoenix Canoe Club concept sketch



#### 3.14.4 **The Phoenix Canoe Club**

Following the steady growth of the Phoenix Canoe Club and the poor state of its current accommodation, the trustees propose to redevelop the headquarters and grounds, supported by Barratt Metropolitan LLP, to provide a modern, purpose-built, fully equipped outdoor centre to enable the club to grow, sustain and excel.

The current building is a single storey, timber sectional building with a number of outbuildings used for storage. The building is old, in poor condition, not energy efficient and is both beyond economic repair and inadequate for meeting the needs of visitors to the centre.

The design objectives for the new centre building, when operating at full capacity, will be able to achieve in excess of 15,000 session visits per annum. This will provide the following outcomes:

- provision of a modern, fit-for-purpose facility to fulfil the objectives of the Phoenix Canoe Club, for current and future generations to enjoy
- grow, sustain and excel participation in paddle sport, sail sport and other adventurous activities
- increased health, well-being and fitness benefits through participation in sport
- provide a wider and more inclusive service with fully accessible building and sport equipment
- community sport hub for delivery of water sports and active recreation for a rapidly growing urban population
- provision of employment and volunteering opportunities
- expansion of outdoor educational opportunities for schools, further and higher education, youth and community groups



High level view of Phases 3 and 4 from above Station Road

## 4 THE SCHEME PHASE 4

### 4.1 Blocks H1, H2, J, K1, K2, M

#### 4.1.1 Location

The six buildings at the centre of Phase 4 are Block H1/H2, Block J, Blocks K1/K2 and Block M.

4.1.2 The buildings have been designed by different architects to provide a variety of design approaches as follows:

Makower Architects: buildings H1,H2,K1,K2

Allies and Morrison: building J

Mikhail Architects: building M

Cameo Landscape Architects: landscape

4.1.3 These buildings are located to the south of the site. Blocks J and K complete the south side of The Green a new public space at the heart of the development.

#### 4.1.4 Evolution of Blocks

Buildings H1+H2 have evolved within the approved parameters of the masterplan and bring diversity to the neighbourhood.

4.1.5 Building J has a prominent role within the approved masterplan as it forms the edges of three new streets and an edge to the new park. This building reflects the approved parameters of the masterplan adding detail to the relationships with the streets, parks and courtyards. Elevations and materials have been developed in detail in response to the formality of East Street and informality of West Street. The courtyard is split in half by two-storey 'townhouses' and enclosed to provide shared amenity to the residences only. Breaks in the building mass, although gated, allow views and light into the courtyard.

4.1.6 Buildings K1+K2 are at the western extremity of Phase 4 facing the Welsh Harp Reservoir.

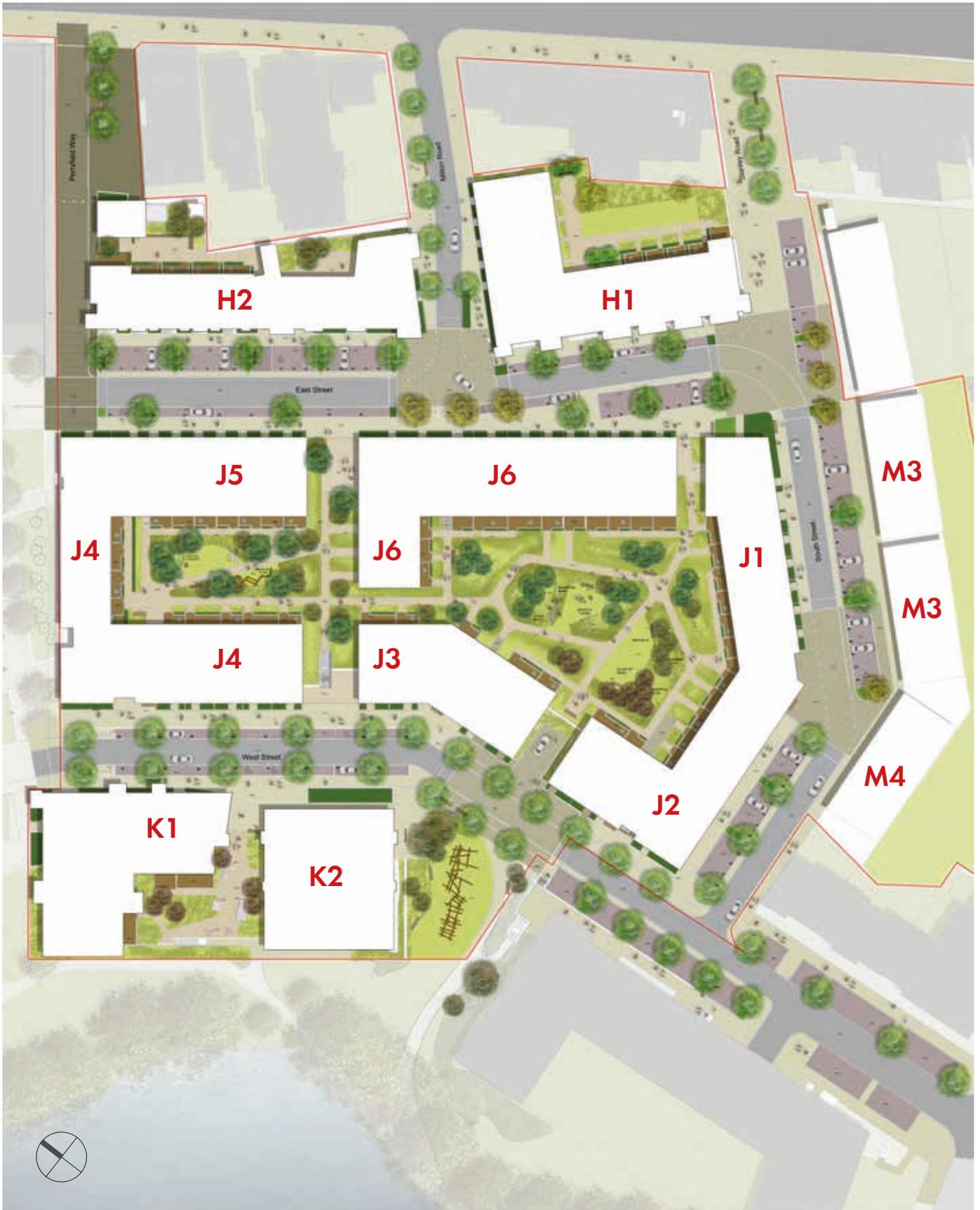
4.1.7 Buildings M2+M3 are townhouses to the south of the Phase 4 zone.

4.1.8 The design of the Phase 4 buildings follows the strategy for brick colours established as part of the 2013 masterplan. The buff coloured bricks selected for blocks J and M (central location in the masterplan) 'ground' the scheme aligning with block F. The bricks for blocks H and K (at the edge of the masterplan) are deliberately different. This approach to provide consistency and variety was strongly endorsed by the Design Review Panel.

#### 4.1.9 Amount of Development

The buildings that constitute Phase 4, buildings H1, H2, J 1-6, K1, K2, M1 and M2, provide 611 units, split into 418 private units and 193 affordable units.





Phase 4 plan

- 4.1.10 Building H2 is located to the east of East Street to the north of H1, and will include a total of 39 affordable units.
- 4.1.11 Building J (J1 – J6) is located in the centre of the site and will include 144 affordable units and 180 private units in blocks that range from 2 to 8 storeys.
- 4.1.12 Building K1 is located to the west of West Street, and includes a total of 43 private units.
- 4.1.13 Building K2 is located to the west of West Street, and includes a total of 143 private units.
- 4.1.14 Building M (M3-4) is located in the south of the site and includes 10 affordable houses and 5 private houses, all in 3 storey accommodation.
- 4.1.15 **Layout - Block H1**  
Blocks H1 and H2 combined with Phase 3C's block H3/ H4 form a distinctive trio, marking the North side of the development's main streets.
- 4.1.16 In contrast to H3 and H4 which act as gateway to the development and is a marker on the high street, H1 and H2 tie into the backs of existing properties, stitching the new development into its context.
- 4.1.17 Block H1 is a six story building containing 47 market flats. The L-shaped block is framed by Milton and Stanley Road to the sides and East street along the front. A slight rotation in plan creates a marker along East Street and forms space for a private courtyard for residents at the back.
- 4.1.18 The main entrance is located off East Street. A row of duplexes that wrap around to Milton Road complete the ground floor and ensure an active street frontage.
- 4.1.19 A mix of 1, 2 and 3 Bed units are accessible from external galleries that connect to a central core on the upper floors.
- 4.1.20 **Scale and Massing - Block H1**  
The building follows the massing principles approved in the outline masterplan. The L-shaped block creates a strong corner along East Street. Playful side facades and stepped massing relate positively to the neighbouring buildings along the Broadway.
- 4.1.21 A polychrome brick palette is used to break down the scale of the main facade. Openings carved into the brick base volume at the back reveal access galleries beyond. From 4th floor upward a series of stacked arcades complete the rear elevation.



H1 View from East Street



4.1.22 The careful composition of these elements leads to rich and complex facade that plays a key role when approaching the site.

#### 4.1.23 **Scale and Massing - Block H1**

The building follows the massing principles approved in the outline masterplan. The L-shaped block creates a strong corner along East Street. Playful side facades and stepped massing relate positively to the neighbouring buildings along the Broadway.

4.1.24 A polychrome brick palette is used to break down the scale of the main facade. Openings carved into the brick base volume at the back reveal access galleries beyond. From 4th floor upward a series of stacked arcades complete the rear elevation.

4.1.25 The careful composition of these elements leads to rich and complex facade that plays a key role when approaching the site.

#### 4.1.26 **Appearance - Block H1**

H1 is composed as two interlocking parts; firstly the 'holder', which anchors the slightly projecting street corner and folds down to mark the entrance and make a base for the second element - the 'end-stop' - which is encrusted with an offset grid of staggered balconies, benefitting from the Southwest orientation to create a strong play of shadows.

4.1.27 Arranged with access galleries to the rear and main fronts facing the street, the building has a strong hierarchy of front, back and sides.

4.1.28 The simple material palette is predominantly brick. Two tones of brick are proposed to emphasise the architectural concept, expanded metal mesh to all balcony balustrades and aluminium window frames.

4.1.29 There are three sizes of balconies that relate to 1, 2 and 3 bed apartments. The proposed metal mesh is optimised to balance levels of privacy and transparency depending on the view angle.

#### 4.1.30 **Public Realm Block H1**

The key elements of the public realm include street frontage to East Street and Milton Road, and a private courtyard shared between the tenants of the Block H1.

4.1.31 The street frontages of the building include private entrances to duplex units and main entrance that gives access to the central core serving the residential units on the upper levels.

4.1.32 The courtyard is accessible through the residential lobby at grade.



H2 View from East Street



#### 4.1.33 **Layout - Block H2**

Block H2 is a four story building containing 39 shared ownership flats. It is located between Milton Road and the redeveloped Perryfield Way, closing the gap to Phase 3C.

4.1.34 The main entrance is centrally located and divides the ground floor in two sides. A row of duplexes to one side and flats to the other.

4.1.35 Two communal bike stores serving Block H1 and H2 as well as a car park are integrated into a plinth volume at the back of the development. The private courtyard space for this block is located at first floor level on top of the plinth.

4.1.36 A mix of 1, 2 and 3 Bed units are accessible from external galleries that connect to a central core on the upper floors.

#### 4.1.37 **Scale and Massing - Block H2**

The building follows the massing principles approved in the outline masterplan with the tallest facade running along the main street. Quirky side facades and stepped massing mediate between the new development and its existing context.

4.1.38 A one-off duplex unit at the north corner of the plinth volume addresses the reconfigured Perryfield Way and adds a front to a critical and highly visible elevation from the Broadway. It also creates a distinct endpoint to the plot.

4.1.39 The stair tower at the back has been taken out of the main building volume. This minimises the amount of core area required on the primary elevation and splits the rear elevation into two parts.

#### 4.1.40 **Appearance - Block H2**

H2 is subdivided into a series of vertical bays, giving grain to the street and allowing the recessed balconies to establish a rhythm. The block is modelled to create stepped massing and facades which relate to the context. The communal garden in H2 features a single 'cottage', which is placed as a visual marker to one of the three side streets leading into the master plan from the North.

4.1.41 Similar principles to H1, access galleries to the rear, hierarchy of fronts, backs and sides are being used but differ in terms of composition and concept.

4.1.42 Brick is the primary material proposed for the facades. Aluminium windows and balconies with cantilevered glass balustrades complete the material palette for the main elevation. The rear facade uses simple metal railings in connection with staggered brick panels to balance the openness of the access gallery behind.



Building J overlooking The Green





Blocks K and J overlooking West Street

4.1.43 **Public Realm and Courtyard - Block H2**

The key element of the public realm is the street frontage to East Street and a private courtyard accessible to tenants of Block H2.

4.1.44 The street frontage of the building includes private entrances to duplex units, ground floor flats and a single entrance off East Street that gives access to the central core serving the residential units on the upper levels.

4.1.45 The courtyard is accessible from the 1st floor lobby. Not only offering tenants landscaped outdoor space but also allowing for level access to the duplex units.

4.1.46 **Layout - Block J**

Building J consists of a group of buildings of 2 to 8 storeys, which surround a courtyard forming shared amenity space for the residents. All buildings are for residential use and provide a combination of private and affordable flats and duplexes.

4.1.47 A perimeter block, it is located in the centre of the masterplan and its external facades form the backdrop to a variety of public spaces and streets, while its inner courtyard creates a private, landscaped zone for residents to enjoy.

4.1.48 The buildings around the courtyard vary in height and the courtyard splays towards the Welsh Harp responding to the informality of the western edge of the site. The blocks along West and East Street and include duplex units on the two lower levels with private entrances and garden spaces. The front doors to these units allow a more active street frontage and give passive surveillance to the streets. The buildings around the courtyard are accessed via six cores, all of which extend down to the lowest basement level.

4.1.49 Private units have generally been designed with an open plan living and kitchen arrangement and units with two or more double bedrooms have a bathroom and an en-suite shower room adjacent to the master bedroom. All units have a balcony, terrace or garden for private amenity space. The majority of units are dual aspect and there are no north facing single-aspect units.

4.1.50 A shared basement below the buildings includes car parking, refuse and other support areas accessed via the car park entrance from West Street. The energy centre, located in Block E2, will also service this block. At lower ground floor in building J and basement level there is space for around 389 car parking spaces (40 accessible parking bays), 26 motorcycle spaces and 496 cycle spaces in secure areas within close reach of the cores. There will also be mobility scooter and electric car (20% of all spaces) charging points.



View of internal landscaped courtyard in buildings



#### 4.1.51 **Scale and Massing - Block J**

The buildings follow the massing principles approved in the outline masterplan with higher elements running north to south and lower blocks east to west. This allows for good daylight levels throughout the site and within the courtyards and emphasises the 'grain' across the site. The higher elements running north to south also correspond with the street hierarchy, in this instance recognising the importance of East Street and West Street. The change of the building heights breaks the length of the facade along West Street.

4.1.52 The double height spaces at entrances and access points to the courtyard announce the entry points along West Street and East Street, and provide sheltered entrances within the building footprint.

4.1.53 The restrained detailing of projecting metalwork balconies set against the masonry facade with its deep window reveals have all been designed to cast strong shadow lines in direct sunlight which will emphasise the modelling of the facade.

#### 4.1.54 **Appearance - Block J**

In developing the detailed proposal for this building our aim has been to create a visually robust design that relates confidently to its context and respects its ecological setting close to the Welsh Harp. The buildings have a simple palette of robust materials, predominantly brick with simple brick facades punctuated by the rhythm of the window reveals. There are just three types of openings: the tall and narrow slot, the bedroom size window and the large sliding doors that open to the balconies. On the two lower levels of the buildings the windows generally do not follow the alignment of the upper floor in order to express the different apartment typologies (duplex) and articulate the facade at street level. This brick base is also articulated with different coloured brick coursing.

4.1.55 There are three sizes of balconies that relate to the 1, 2 and 3 bed apartments. To balance the level of privacy and to maximise views out (to the park, street and courtyard) the balconies are part solid and part open.

4.1.56 The building's appearance is rationalised by a consistent and restrained palette of materials and simple architectural details. The facade is constructed from only three materials: Brickwork, Painted Steel (balconies) Aluminium (window frames)

4.1.57 Brick is the primary material proposed for the facades. The use of brick in different ways defines order in the facade and the buildings' character on the street.

4.1.58 An alternating brick colour is proposed for the lower two storeys of the long elevations of Block J. This will have a strong visual impact at street level, where people engage with the



View into Block J's private courtyard, with Block K2 framed in the view



building as they walk in and around it. This "base" is where the duplex homes with gardens are housed, and is in contrast to the steady rhythm of apartments above, which are stacked behind plain brick walls.

#### 4.1.59 **Public Realm and Courtyard - Block J**

The key elements of the public realm include: street frontage to West Street, East Street and an internal courtyard and the interface with The Green.

4.1.60 The street frontages of all buildings include private entrances to the duplex units on the lower two floors and more prominent entrances to the main cores that give access to the residential units on the upper levels. These are generally combined with the gated yet visually permeable entrances to the courtyards from the street. The variety created by the different types of entrances help to animate the streetscape and improve way finding.

4.1.61 The courtyard is accessible at grade from East Street.

#### 4.1.62 **Layout - Blocks K1 and K2**

Block K at West Hendon is a solid block, modelled in response to its four fronts, containing 186 market units.

4.1.63 The lower block (K1) holds the bottom corner of the main green space of the master plan with a prominent corner entrance. It forms a 'bookend' to the whole frontage, at the bottom of the slope as it meets the grand trees lining the Welsh Harp Reservoir.

4.1.64 The tower (K2) rises to 21 storeys and forms the second of four tall buildings looking out from the water's edge. It is carved to emphasise the continuous vertical balcony recesses on the two side facades, thereby breaking down the overall form and creating an animated skyline.

4.1.65 The main entrances for Block K1 and K2 are located off West Street. The K2 entrance lobby also includes the concierge for Phase 4.

4.1.66 The majority of three bed units are located in K1. A typical K2 tower floor plate holds 7 units (4x1Bed and 3x2Bed). Both buildings have cores that server all floors including the basement.

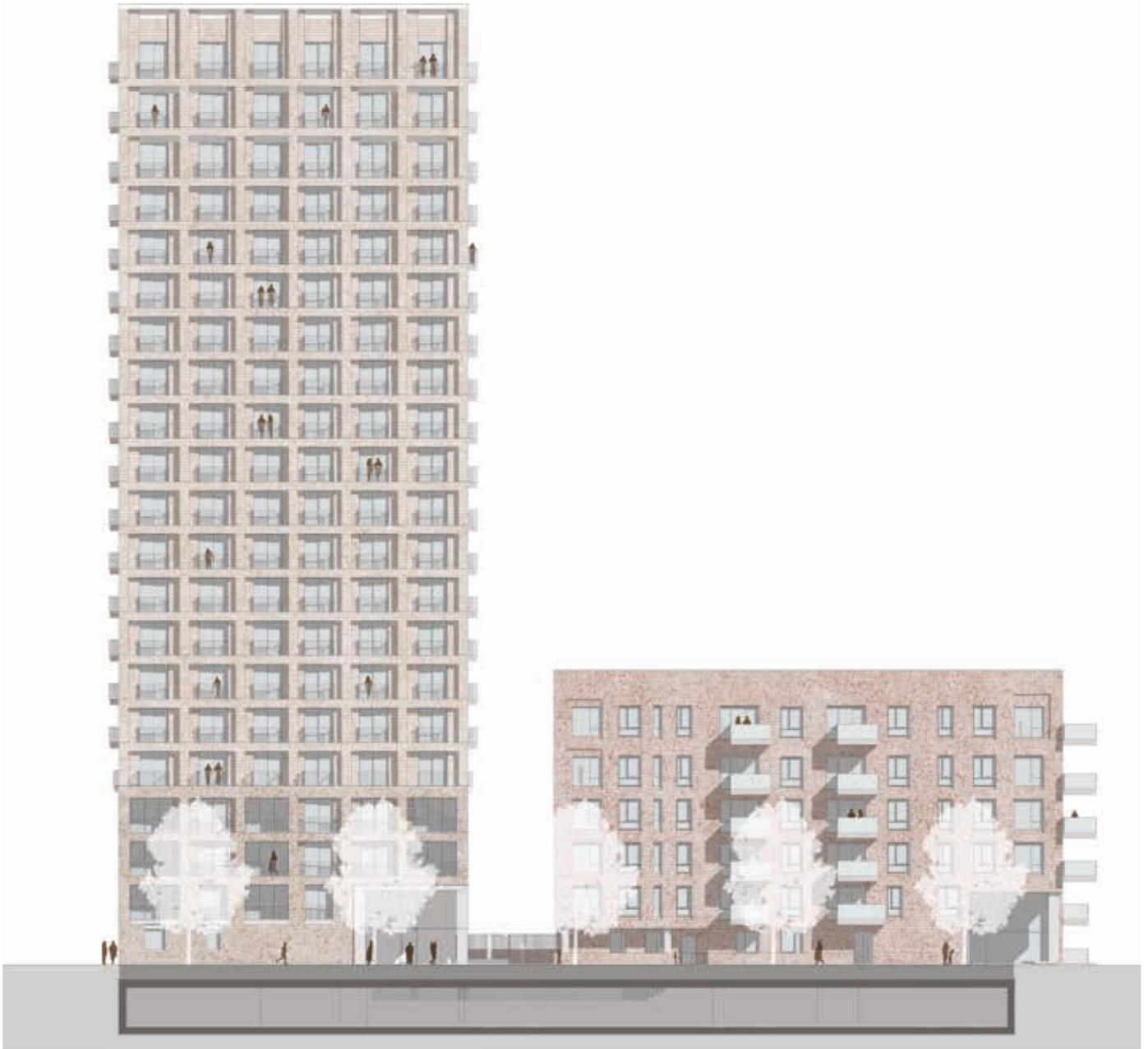
#### 4.1.67 **Scale and Massing - Blocks K1 and K2**

The building follows the massing principles approved in the outline masterplan. K1 and K2 are joined by a brick base that is level with West Street and a story high towards the reservoir, enclosing the basement carpark for the Block.



View of K1 and K2 across the Welsh Harp Reservoir (K2 is the right hand tower)





K1 and K2 North East Facade

- 4.1.68 K2's long side elevations are broken by vertical grooves that hold semi recessed balconies, allowing for privacy and views across the Welsh Harp.
- 4.1.69 Both blocks feature a deep balcony zone, maximising the private amenity space by the reservoir.
- 4.1.70 **Appearance**  
Block K is a solid block, modelled in response to its four fronts.
- 4.1.71 The main front - facing Southwest over the reservoir - is formed of a deep balcony grid - making the most of the exceptional outlook and ideal orientation.
- 4.1.72 The street front, facing West Street, echoes the proportion of the water-front but uses layers of brickwork to create an appropriate level of richness. The main entrance is located at the bottom corner of this frontage, and frames the dramatic view from the street to the water, across the communal garden.
- 4.1.73 The tower is composed with a strong base and an eroded top. The base forms a plinth connecting both blocks and establishes a datum as the land falls to the water. Overall both blocks are formed as stacked strata, marked out by deep-set shadow gaps between each story.
- 4.1.74 The simple material palette is predominantly brick. Two brick types are being proposed for this block. A darker brick (Kenilworth Antique or similar) for block K1 and the base and a two tone brick pattern (Kenilworth Antique and Cambridge Cream or similar) for block K2. In addition to the alternating brick courses for block K2 a contrasting recessed brick band at every floor level is also being proposed to support the architectural concept of stacked volumes.
- 4.1.75 Metal railings are used on all facades facing the Welsh Harp and throughout Block K2. With the exception of the South West facade, all K1 balconies feature cantilevered glass balustrades.
- 4.1.76 **Public Realm and Courtyard - Block K1 and K2**  
The key elements of the public realm are the interfaces with the The Green, The Welsh Harp, the street frontage to West Street and the private courtyard.
- 4.1.77 The street frontage of the building includes private entrances to two ground floor units and both main entrances that lead to the central cores for each building and the concierge in K2.
- 4.1.78 The courtyard is accessible through a gate or via the residential lobby at grade.



Block M3 and M4 facing South Street



#### 4.1.79 **Layout - Block M3 and M4**

Located on the eastern edge of Phase 4, block M3/M4 follows the natural topography of the site, falling from north to south along South street towards the Welsh Harp.

4.1.80 Sitting in between the existing Pilot Houses of Phase 1 and Lakeside units of Phase 2 developments, Block M3/M4 is a mix of affordable and private units that are all dual aspect, accessed from the north with large south facing private gardens.

4.1.81 Block M3/M4 consists of 15 townhouses,  
 3no. 3 bedroom / 4 person - Affordable  
 7no. 4 bedroom / 7 person - Affordable  
 5no. 4 bedroom / 7 persons - Private

4.1.82 All houses are dual aspect facing north-west and south-east. Entered from the northwest on South Street all houses have large living rooms with bi-folding doors onto rear gardens facing south.

4.1.83 All units have secure rear access via alleys that are electronically locked and accessible only to the residents of block M3/M4.

#### 4.1.84 **Scale and Massing - Block M3 and M4**

Block M3 / M4 follows the massing principles approved in the outline masterplan and the natural topography of the site in keeping with the scale and massing of surrounding context.

4.1.85 In order to relate to the existing context of Phases 1 and 2, each house within the block falls either 225mm or 300mm. This allows the block to naturally tie into the existing topography of the site which falls 3.29m from the north, down towards the Welsh Harp.

4.1.86 The roofscape allows for all rainwater systems to be located at the rear of the houses, keeping the streetscape as clean as possible.

4.1.87 The massing of Block M responds to its environment whilst creating efficient houses for future residents and the scheme as a whole.

#### 4.1.88 **Appearance - Block M3 and M4**

Block M3/M4 is predominantly brick with an Oak door / window frame and spandrel panel (precedent 5) illuminating the kitchen / dining rooms of all units.

4.1.89 Generously proportioned windows will provide good daylight levels internally. Windows are inward opening, providing natural ventilation to all rooms and easy future maintenance and cleaning.



M houses facing building J



4.1.90 We propose that the external refuse and bike stores are made from Expanded Aluminium Mesh (Precedent 2). The weave of the mesh will be finished to match all other metal work, and will allow the refuse stores to be naturally ventilated, preventing odours, whilst also completely obscuring the view of the refuse bins along the streetscape.

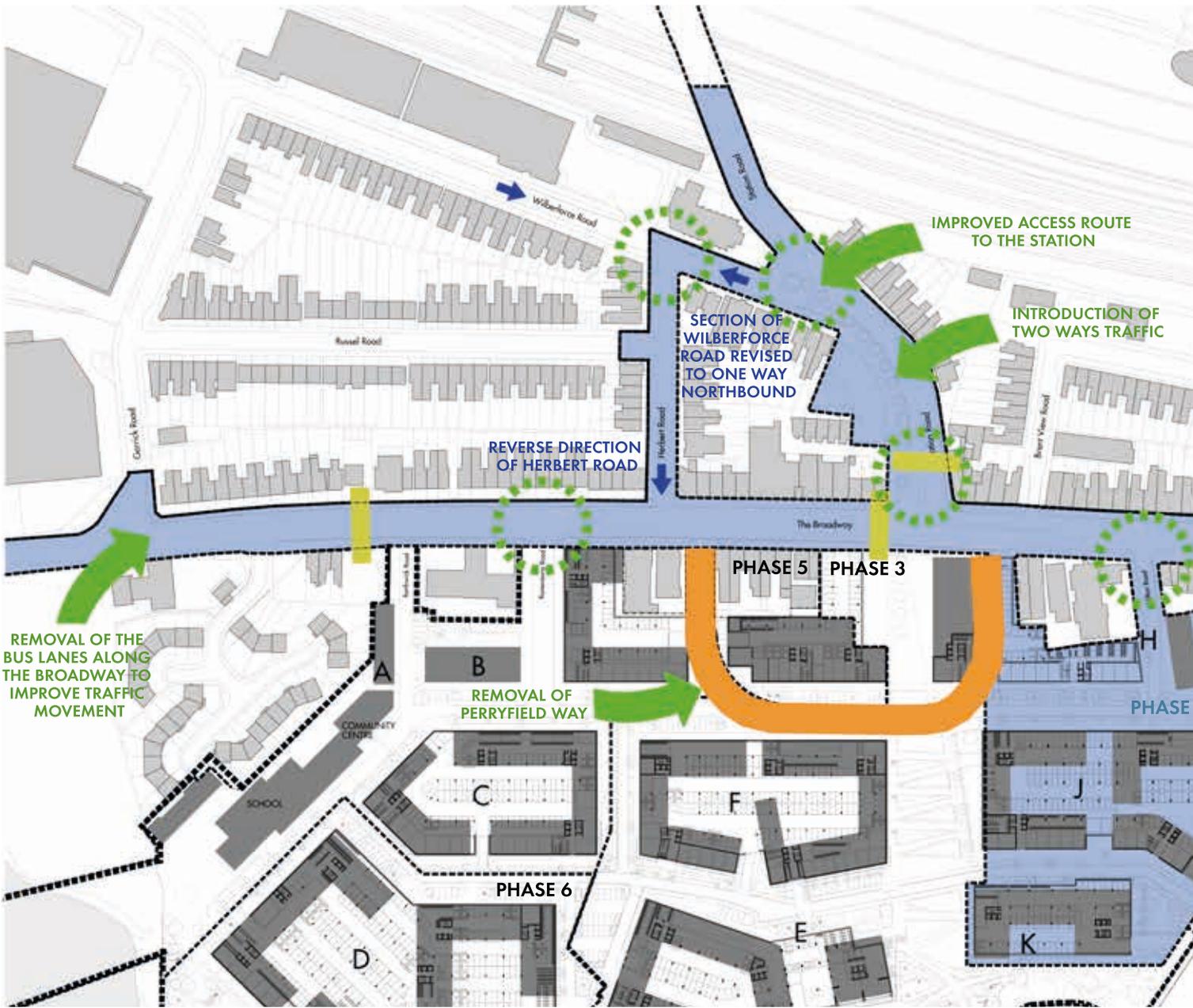
4.1.91 The proposed roof is a standing seam zinc roofing system that follows the natural fall of the roof towards the rear facade and the galvanised steel hoppers and downpipes.

4.1.92 **Public Realm / Private Amenity - Block M3 M4**

The key elements of the public realm / private amenity of Block M include the north and south facing private gardens of all houses.

4.1.93 All rear gardens can be accessed from large south facing living rooms containing large bi-folding doors onto the gardens. All gardens have secure rear access only accessible to residents of the block. This rear access route provides residents with a route to remove garden waste and transport bikes preventing potential internal maintenance issues to the houses.

4.1.94 All units have level access from South street footway through to rear gardens.



Plan of highway improvements, expected to be complete in 2021



## 4.2 The Highway Improvements

- 4.2.1 The gyratory road system, Perryfield Way, dominated the site for many years and Phase 4 will be delivering positive changes to the area improving the residential environment for all residents. The reconfiguration of the Station Road junction with The Broadway into a two way junction will enable the removal of the gyratory in total, not just on the estate but also in the residential neighbourhood east of The Broadway.
- 4.2.2 Changes to the road system will also upgrade the junction of The Broadway with Cool Oak Lane and in general improve the public realm from the station and along The Broadway entrance to the site.
- 4.2.3 The removal of the terraces and the new buildings at the Station Road junction will open up the connection to the station but it is the highway improvements that will improve route to and from the station.
- 4.2.4 The improvements to the Cool Oak Lane junction and the removal of the pedestrian crossing signal from the Cool Oak Lane bridge (refer to 3.14) will improve the traffic flow at this junction.



Block M facing South Street, with Block J opposite





## 5 RESPONSE TO OBJECTIONS

### 5.1 **Group 1 Theme 1: Social, Environmental and Economic Wellbeing**

5.1.1 The objectors claim that the scheme will not contribute towards the social environmental and/or economic wellbeing of the area.

*Refer to separate 'Responses to Objections' document*

### 5.2 **Group 1 Theme 3: Environmental Concerns Regarding the Loss of Public Open Space**

5.2.1 Concerns have been raised by the objectors that there will be a net loss of public open space.

*Refer to separate 'Responses to Objections' document*

### 5.3 **Group 1 Theme 5: Potential Harm to the Environment, Flora & Fauna and the Welsh Harp**

5.3.1 The objectors claim the scheme will have a negative impact on the Welsh Harp.

*Refer to separate 'Responses to Objections' document*



Blocks J and K, looking along West Street

## 6 CONCLUSION

### 6.1 The Masterplan

6.1.1 The masterplan and particularly the phasing of the new buildings have been developed in direct response to the need of the decanting process. The new buildings are being built on empty sites avoiding the need for double decanting of existing residence. The phasing is also set to start at the centre of the site creating a 'place' as early on as possible. The set of first new buildings will stretch from the Broadway down to the Welsh Harp around there new public open space

- Broadway Place
- The Green
- York Park

6.1.2 Broadway Place is a new urban space surrounded by commercial units at the ground floor creating the start of the regeneration of the commercial units along the Broadway; it will also create the opportunity for commercial activity like restaurants and cafes just off the busy road. The Green is a new more formal park at the heart of The Scheme with the start of the new linear York Park next to the Welsh Harp providing formal and informal play spaces.

6.1.3 The masterplan is based on the principles of legible London Streets with new urban block addressing these streets, as many front doors and defensible space at ground floor, forming new courtyards as shared amenity space for the residence of the buildings.

6.1.4 The new masterplan is removing the ambiguity of the current buildings regarding private, semi private and public space, these spaces will be clearly defined creating a new safe environment with lots of natural surveillance and clear ownership of open space. All units will also have private amenity space responding to the size of the units.

6.1.5 For the first time since the demolition of the original street pattern will you be able to see the Welsh Harp and green space beyond from the Broadway and more specifically across the centre of the site as you approach the Broadway from Station Road.

6.1.6 The new development is replacing all the affordable units that are currently on site, provide shared ownership units creating an opportunity for current leaseholders to buy a new unit on site and introduces new private units creating a diverse and fully integrated community.

6.1.7 The new masterplan unlocked the delivery of The Scheme creating new homes after a long period of uncertainty.





Building E4/3, courtyard view



## 6.2 The Detail Design and Construction

- 6.2.1 All the buildings on site are designed to the highest standards in terms of space standards, sustainability and detailing. Robust materials and detailing are used in order to allow the buildings to weather well limiting maintenance cost for the future residents. Great care is taken to make sure a coherent but diverse new neighbourhood is created.
- 6.2.2 The detail design of Phases 3B, C and Phase 4 is already employing additional architects to design one of the buildings, this principle will be taken forward in the following phases employing a variety of architecture but the masterplan parameters and design guidelines will be controlling the design of the future buildings ensuring a completed masterplan maintaining the overall quality of the buildings and public realm between the buildings.
- 6.2.3 The masterplan is delivered by the same team that obtained planning approval and constructed to the same design quality as the approved scheme. The construction team also retained the pre-planning design architects to deliver the first buildings, Phase 3A, B and C on site.

### **6.3 The Community Benefits**

- 6.3.1 The Scheme will deliver a wide range of community facilities with new public open space in Phase 3, improvements to roads in Phase 4 and a new school and community facility in Phase 5/6.
- 6.3.2 Apart from much needed new homes the wider community will also benefit from all these new facilities provided by the Scheme.

## Declaration

I believe that the facts stated in this proof of evidence are true.

HEY ——— HENDRIK HEYNS

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**Mr Hendrik Heyns**

**Date 02 March 2017**



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