

Project Synopsis

The London Borough of Barnet (West Hendon Regeneration Area) Compulsory Purchase order (No. 3) 2018

5 July 2019

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Contents

1. Introduction3

2. Scheme Description.....3

3. The masterplan4

4. Planning History.....7

5. Planning Policy.....11

6. Highways Works12

7. Site Assembly History13

8. Project Progress14

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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 CPO3 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 Order submitted is a final 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 of the Book of Plans, which the Council commenced work on in 2001. Section 3 of Mr Bailey's evidence sets out the reasons why the Regeneration Project has been undertaken by the Council. These reasons are consistent with the key objectives of the Core Strategy (**CDC.09**).
- 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 9 of the Book of Plans shows the Masterplan for the Regeneration Project.
- 2.4 The primary aims of the Council in promoting the Regeneration Project and the CPOs required to facilitate it 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, community building,

commercial uses, associated open space and infrastructure as well as providing the necessary site for a new 2 form entry primary school,

2.6 This includes:-

- *2,000 new dwellings (Class C3)*
- *Up to 3,870m² (GEA) of D1 floorspace for nursery, primary school and community centre uses*
- *Up to 1,635 m² (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 CPO3 will enable delivery of the final phase of the Regeneration Project. It will deliver 732 new residential units, of which 172 will be affordable homes, highway works and public realm, and a new bridge over the Silk Stream linking to adjoining open space.

2.9 Completion of Phases 5 & 6 including the Silk Stream Bridge is key to delivery of the Scheme and the Regeneration Project as a whole as they link the phases which are already completed or under construction into the surrounding area. It also provides or enables significant new infrastructure which is vital to wider regeneration of the surrounding area.

2.10 Confirmation of CPO3 will enable completion of the network of streets, open spaces and urban structure envisaged in the masterplan and will form the final stage in repairing the failed urban structure of the 1960's scheme.

3. The masterplan

Existing conditions

3.1 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 island. 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 the wider area.

3.2 There are limited clear through routes into the site from surrounding streets with no logical 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. 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.

3.3 The development of the estate in the 1960's removed a network of connected streets and the buildings which interfaced with those streets, replacing them with the current urban structure found in the Order land. The urban structure of the estate and order land reflects that of many contemporaneous estates, representing a significant departure from traditional urban forms.

3.4 This structure poses a number of problems including:

- *The estate lacks a logical, permeable network of streets and poorly integrates with the movement network in the wider area. Successful urban structures have a network of connected streets which provide a permeable block structure across the whole area.*
- *The front of buildings does not directly interfacing with the adjoining streets and open spaces. For example, the rear of 1-10 Marriott's Close interface directly with the street. Having building fronts interface with the primary road and rear interfacing with the rear of other properties is a key basic requirement of a successful urban structure.*
- *It creates a series of ambiguous open spaces and streets without natural surveillance and no clear definition of public and private space and ownership*
- *The green network of open spaces fails to function as an integral part of the overall movement network and urban structure. Consequently, much of the existing open space is little used. Successful urban structures integrate the green network with the overall movement network and block structure.*

3.5 The failings in the estates urban structure mean that refurbishment of the existing buildings, or even redevelopment of buildings within the similar footprints or the same urban structure, would not have resolved its inherent failings of the urban form.

The masterplan

3.6 The masterplan was prepared to identify a deliverable solution to resolve the problems with the estates urban structure and ensure that the redevelopment would achieve a people focused place integrated with the wider area. The masterplan proposes series of legible streets with a clear hierarchy and the residential accommodation arranged as a series of urban blocks around shared courtyards.

3.7 The masterplan also responds very directly to all the edge conditions of the estate by stepping down on the north and south boundaries to the existing houses and offering a formal response to the Broadway, repairing and sensitively interfacing with the backs of the retained Victorian stock.

3.8 The new hierarchy of streets sensitively connects with The Broadway, utilising the remaining stub ends of the roads lost in the 1960's redevelopment. It achieves a grid structure of roads and blocks across the site, offering a permeable pedestrian friendly movement network. Interest and richness has been added to this structure though variations in junction alignments, block patterns, building setbacks and heights. To the north and south two new bridges connect this network to the wider area. The new movement network

ensures the estate becomes an integral, permeable part of the overall area, ending the estate current isolation.

3.9 Integral to the road structure is the network of green spaces which have been designed as an integral part of the overall movement network. These spaces reconnect the Welsh Harp to the Broadway and by embedding them into the urban structure they are more likely to be used by more people. The blocks within this movement network have been designed to sensitively facilitate buildings of greater density than those of the current estate and surrounding development. The majority of buildings will be wrapped with residential active frontages, providing individual front doors and defensible space. This allows the buildings sensitively to interface with the street, provides eyes on the streets and delivers a traditional street feel to pedestrians. This approach enables greater density to be delivered whilst also significantly improving character and legibility.

- *Plan 8 shows the road and block layout of the 1960's estate*
- *Plan 9 shows the urban structure of the masterplan*

3.10 The completion of phases 5 & 6 will provide the final part of a comprehensive and coherent redevelopment of the West Hendon Estate creating a series of new urban blocks and clear streets connecting the new neighbourhood back into the existing surroundings. To achieve this, all the land in the Order Land is required.

3.11 The houses at 1 to 10 Marriott's Close do not have the same structural issues as the rest of the estate but do have the same low environmental performance, and their removal is essential to the completion of the Regeneration Project. Without the land on which these properties sit, Blocks D1, D2 and D3 could not be built out as proposed. These will provide 107 units of which 27 will be affordable. In addition to the loss of these blocks, a children's' play area and approximately 90 basement car spaces would be lost from the Scheme. It is also likely, if the houses were retained, that Blocks D4 (168 units) and D5 (129 units) would need to be reduced in height, and their location might also need to be moved, in order to avoid overbearing effects on the houses at Marriott's Close.

3.12 The new blocks in Phases 5 & 6 have been arranged to enable a new school to be developed on the northern edge of the site and to create a new street leading to a new bridge connection across the Silk Stream allowing improved access to the public open space to the west of the reservoir.

3.13

Progress in delivering the masterplan

3.14 Plan 14 shows the progress in delivering the masterplan. Currently phases 1-3c have been delivered. Phase 4 and the major highway works were enabled by CPO2 and CPO2a; these elements of the masterplan will be complete by December 2022. Construction of Phase 4 commenced in May 2019.

3.15 Phases 5 & 6 represent delivery of the final stage of the masterplan. Completion of the masterplan across the adjoining phases 3a, 3b & 3c sets the urban structure that must be delivered in phase 5 & 6 in order to realise the masterplan vision. To complete delivery of the urban structure detailed in the masterplan, it is therefore necessary to acquire all the interests included within the Order Land.

4. Planning History

- 4.1 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.
- 4.2 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).
- 4.3 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).
- 4.4 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.*
- 4.5 The Barnet Local Plan (Core Strategy) (**CDC.09**) 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.
- 4.6 The redevelopment of the Estate is a long-standing priority of the Council. Barnet's Local Plan (Core Strategy) **CDC.09**, p44, para 7.2.12, adopted September 2012, states that:

"...it is a major priority to regenerate failed housing estates in Barnet. Major estates at Dollis Valley, Grahame Park, Granville Road, Spur Road – Stonegrove and West Hendon are identified... These estates will be subject to long term programmes of regeneration in order to tackle poor quality housing, social isolation and transform these areas into successful mixed tenure places."

- 4.7 The Core Strategy further identifies the following proposals for West Hendon Estate (**CDC.09** p45, 'WEST HENDON'):

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

- 4.8 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."

- 4.9 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.
- 4.10 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.
- 4.11 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

- 4.12 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 3,870m² (GEA) of D1 Class floorspace comprising nursery and primary school and community centre uses and up to 1,635m² (GEA) Class A1/A2/A3/A4/A5/B1 floorspace, within buildings ranging from 2 to 29 stories, associated cycle and car parking provision including basement level parking, landscaping and public realm works, interim works, associated highway works, and two pedestrian bridges across the Welsh Harp.

Full planning submission (Phase 3 Blocks G1, G2, E1, E2, E3, E4) for the construction of 358 new residential units (Class C3), and 131m² (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.'

- 4.13 The planning submission was accompanied by an Environmental Statement (**CBD.24**).

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- 4.14 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.
- 4.15 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).
- 4.16 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.
- 4.17 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**).
- 4.18 The first Reserved Matters Application pursuant to the 2013 Permission (**CDB.37**) was received by the Council in December 2014 seeking detailed approval for Phases 3b and 3c of the Scheme. Reserved Matters Approval (RMA) was subsequently granted on 26 March 2015 ("the 2015 RMA") (**CDB.38**) and provided for the construction of 298 residential units, commercial floor space totalling 1,245 square metres and 18 square metres of Warden Accommodation associated with the Welsh Harp SSSI.
- 4.19 The second Reserved Matters Application pursuant to the 2013 Permission (**CDB.37**) was received by the Council in December 2016 seeking detailed approval for Phase 4 of the Scheme. RMA was subsequently granted on 18 July 2017 ("the 2017 RMA") (**CDB.39**) for the construction of 611 residential Units (418 market value units and 193 affordable units) including basement car parking, major highway works and new landscaped public space.
- 4.20 The third Reserved Matters Application pursuant to the 2013 Permission (**CDB.37**) was received by the Council in December 2017 seeking detailed approval for Phase 5 of the Scheme. RMA was subsequently granted on 25 June 2018 ("the 2018 RMA") (**CDB.40**) for the construction of 216 residential units (118 market value, 97 intermediate and 1 social rented unit, including parking and new landscaped public space).
- 4.21 The fourth Reserved Matters Application pursuant to the 2013 Permission (**CDB.37**) was received by the Council in December 2017 seeking detailed approval for Phase 6 of the Scheme. RMA was subsequently granted on 25 June 2018 ("the 2018 RMA") (**CDB.41**) for the construction of 516 residential units (442 market value, 74 intermediate) including a gym, parking and new landscaped public space.
- 4.22 RMA for the Silk Stream Bridge was given on 26 October 2018.
- 4.23 Therefore the scheme now has full planning permission.

Phasing of the Scheme

- 4.24 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.
- 4.25 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
- 4.26 The Developer amended the sub-phasing for Phase 3 by means of an application to vary the Section 106 Agreement.
- 4.27 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.
- 4.28 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.
- 4.29 The Variation to the Section 106 Agreement was completed on 21 April 2015 (**CDB.42**). 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.
- 4.30 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.
- 4.31 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.
- 4.32 The vacant buildings were subsequently demolished to enable development upon the CPO1 Order Land of Phase 3b. The 2015 RMA 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.

- 4.33 The requirement to rehouse existing residents resulted in the delivery of the majority of social and affordable housing within the project's early phases. This reduced the viability of these phases, with the greater quantum of market properties in the later phases ensuring that the project is deliverable overall. Consequently, although the project is delivered in phases, deliverability and housing tenure mix must be considered in terms of the project as a whole.

5. Planning Policy

Adopted Planning Framework for the Area

- 5.1 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.
- 5.2 The saved Policies are listed in Appendix A of the Core Strategy (**CDC.09**). 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.
- 5.3 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.09**), p47.
- 5.4 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.
- 5.5 Saved UDP Policy G (**CDC.11**) seeks integrated regeneration to the Cricklewood Brent Cross and West Hendon Regeneration area of the highest environmental and design Standards. Cricklewood, Brent Cross, West Hendon Regeneration Area Development Framework December 2005 (**CDC.12**) & Saved UDP Policies (**CDC.11**).
- 5.6 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.
- 5.7 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.*

5.8 Saved UDP Policy C1 (A) (**CDC.11**) 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 wheelchair 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.*

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

6. Highways Works

6.1 The major highway works associated with the Scheme will have been completed and will be fully operational prior to the works commencing on Phase 5 & 6. A summary of these works is given below

- Widening of Station Road
- Major highway improvements to A5
- Introduction of two new and two improved pedestrian crossings to A5
- Introduction of right and left turn movements from A5 to Station Road
- Comprehensive streetscape improvements to Station Road and The Broadway
- Removal of Perryfield Way Loop
- Pedestrianisation of northern section of Perryfield Way
- Removal of through traffic from Garrick Road and Wilberforce Road
- Reversal of traffic direction and traffic calming on Herbert Road
- Provision of estate roads and access points to new residential blocks
- Connection of estate roads to Milton Road and Stage 2 Roads

- Junction improvements to Ravenstone Road and Cool Oak Lane

6.2 The existing public highways within Phases 5 & 6 will require to be stopped up prior to the commencement of development within each phase. This will involve the following highways

- Marsh Drive
- Marriotts Close
- *Borthwick Road*

6.3 It is proposed that the internal roads of the new estate will remain as private roads and will not be adopted.

6.4 Subject to the timing of the stopping –up orders, it is envisaged that as part of Phases 5 & 6, there will be some minor Section 278 works to complete to finalise the connections of the new estate roads within these final phases to the wider Major Highway alterations. These are

- Removal/closure of Borthwick Road/A5 Broadway junction and pedestrianisation of Borthwick Road.
- Tie-in of East Street to the improved section of Ravenstone Road
- Tie-in of East Street to former Perryfield Way

7. Site Assembly History

7.1 There are a significant number of third party interests identified in the Order Schedule including unknown interests. In order to facilitate delivery of the Scheme it is necessary to assemble the site within a predictable timeframe and budget. In 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 such a timeframe, without the exercise of compulsory purchase powers.

7.2 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, 3c and 4 it was necessary to secure compulsory powers. For Phase 3b and 3c, only one property out of 34 was compulsorily acquired.

7.3 For Phase 4, agreement to acquire by private treaty was reached with all 34 long leasehold interests. Due to the conveyancing process not being completed by the time possession was required, the acquisition of 5 was completed by vesting.

8. Project Progress

8.1 The Developer has made substantial progress in delivering the Scheme to date, and is now ensuring all necessary preparations are undertaken to complete the final stage of the Regeneration Project.

Construction Progress

8.2 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. 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	June 2016	358
3b	June 2016	April 2019	207
3c	November 2016	June 2018	92
4	May 2019	December 2022	611
5,6	September 2022	August 2027	732

8.3 As set out above, the Developer has completed phases 1, 2, 3a, 3b and 3c, delivering 851 new residential units. A further 1,343 will be delivered in phases 4, 5 and 6.

8.4 Phase 4 commenced demolition and construction in May 2019.

8.5 Phase 5 and 6 is due to commence construction in September 2022.

Sales Progress

8.6 The Developer and their appointed architect have wide experience in delivering housing and have designed the number and type of units within all the phases to accord with market demand.

8.7 Metropolitan Housing Trust has retained 208 affordable social rent units within phases 1, 2, 3a, and 3c. These units are occupied by secure tenants who were relocated from parts of the Estate which have now been demolished. As of April 2019 all units within phases 1, 2, 3a and 3c have been sold by the developer. 95% of units in Phase 3b have been sold off plan with the remainder expected to be sold shortly.

- 8.8 98 of the private units in phases 1 & 2 (approximately 65%) were sold to I residents already residing in Barnet. 81% of purchasers across phase 3a were bought by people already living in London, with 20% of buyers moving from within Barnet.
- 8.9 The Developer is confident that there will be significant market demand for the units proposed within phases 4, 5 and 6. There remains a significant shortage of housing across London and considerable market demand for the types of products being delivered.