

**Town and Country Planning Act 1990 and**

**The Acquisition of Land Act 1981**

**Public Local Inquiry into:**

**THREE RIVERS DISTRICT COUNCIL (LAND AT HENBURY WAY, OXHEY DRIVE, BRIDLINGTON ROAD, ST ANDREWS ROAD, THE PARADE, PRESTWICK ROAD, FAIRFIELD AVENUE AND STATION APPROACH, SOUTH OXHEY) COMPULSORY PURCHASE ORDER 2016**

**Summary Statement of Evidence**

**Pursuant to Rule 15 of**

**The Compulsory Purchase (Inquiries Procedure) Rules 2007**

**of**

**Adrian Barker**

**On behalf of Three Rivers District Council**

**On matters relating to Planning Considerations**

**28 October 2016**

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## 1. INTRODUCTION

- 1.1 I am Adrian Barker and I have over twenty-two years of planning experience including with regeneration projects such as South Acton in Ealing and Alma Estate in Enfield.
- 1.2 Further detail on my experience and the scope of my evidence is set out at section 1 of my proof.

## 2. BACKGROUND

- 2.1 South Oxhey has, for a number of years, been identified as a deprived area with a consequent local and policy aspiration to see improvement. Policy PSP2 k) of the adopted Core Strategy 2011 identifies the need for development in key centres to:

**k) Promote regeneration in parts of South Oxhey to improve housing stock quality and reduce inequalities...**

- 2.2 To inform emerging policy, the South Oxhey Initiative was produced in December 2011 to support local aspirations to improve the estate and assess *'the appropriate level of intervention needed to affect the regeneration of the area'*. TRDC has taken forward the recommendations of the initiative. Part 3 of my evidence deals with planning policy and the development plan.
- 2.3 Planning application 16/0005/FUL was submitted to TRDC on 4 January 2016. The application was a hybrid with the description of development reading:

**Phased comprehensive redevelopment of land at South Oxhey (South Oxhey Central, Maylands Road, Hayling Road and Hallows Crescent) to include the demolition of existing buildings and provision of residential- led mixed use development comprising C3, A1, A2, A3, A4, D1 and D2, with associated site preparation/ enabling works, transport infrastructure works, landscaping works and provision of car parking.**

- 2.4 Planning permission was issued on 31 May 2016 following consideration at committee on both 17 March and 21 April 2016, and completion of a S106 agreement securing contributions totalling £965,528.80 for education and facilities.
- 2.5 Further detail is given on the South Oxhey Initiative and application process at section 4 of my evidence.

## 3. PLANNING POLICY

- 3.1 The development plan for the site comprises of:

3.1.1 The Core Strategy, October 2011;

3.1.2 Development Management Policies Local Development Document, July 2013; and

3.1.3 Site Allocations Local Development Document, November 2014

#### **4. THE SCHEME**

4.1 The regeneration plans propose the redevelopment of what is primarily a monotenure social housing estate and local retail precinct, to provide a new centre and mixed tenure community that capitalises on the area's good transport links.

4.2 The hybrid application included some elements in detail and some in outline.

4.3 Full planning permission was applied for:

4.3.1 Development of South Oxhey Central Phase 1A, comprising 84 dwellings for private sale

4.3.2 Temporary car parking- not Order Land

4.3.3 Development at the satellite sites- not Order Land

4.3.4 Enabling works

4.4 Outline planning permission was sought for:

4.4.1 Up to 374 dwellings

4.4.2 Up to 5,137 sqm of town centre uses, including a foodstore of up to 1,754 sqm

4.4.3 Re-development of Station Approach

4.4.4 Temporary car parking

4.4.5 Enabling works

4.5 It is intended to bring forward development in 3 phases (see CD6.1(vi)).

4.6 Phase 1 will see delivery of 84 private for sale flats within four storey blocks, including the key landscape areas of Henbury Gardens and Henbury Place. On the satellite sites, there will be provision of 26 affordable units at Maylands Road, 22 affordable units at Hallows Crescent and 8 private dwellings at Hayling Road.

4.7 All 96 existing Thrive Homes social tenants will be provided with suitable alternative accommodation. All new housing to be provided will be diverse and well planned, responding to current requirements.

- 4.8 The development will assist creation of a modern and vibrant community, delivering the type of focal point and ‘*heart*’ that local residents require. It will be an area to be proud of, not only for the residents within the development, but also the wider community.
- 4.9 Further detail on scheme detail, phasing, the satellite sites and design can be found at section 4 of my proof.

## 5. PLANNING ASSESSMENT

- 5.1 One of the main questions for the SoS to consider is:

**whether the purpose for which the land is being acquired fits in with the adopted Local Plan for the area**

- 5.2 As previously highlighted the Order Land is covered by an adopted and up to date development plan, with numerous policies of direct relevance to the proposal which are considered within my detailed evidence (section 5).
- 5.3 In summary, the development is for regeneration of South Oxhey (Allocations LDD SA6). It will take place on previously developed land within a key centre in an urban area (CS policies CP2, PSP2). It will address deficiencies in housing stock (CS policy CP3), increase housing numbers and maximise use of a sustainable location (CS policy PSP2 and H29 Allocation LDD), whilst delivering a significant proportion of the district’s planned housing supply (CS policy CP2) and creating a reconfigured centre which is viable (Allocation LDD SA4).
- 5.4 Buildings will be sustainable (CS policy CP1), the scheme recognises the sites sustainable location from a transport perspective (CS policy P10), it represents a robust master planned design approach (CS policy CP2) and will deliver significant environmental improvements.
- 5.5 Affordable housing provision has been informed by scheme viability and will deliver 96 (18.7%) units. As such there will be no net loss in affordable housing provision.
- 5.6 The Order Land is well served by public transport, being proximate to the Carpenters Park overland railway station and being well served by buses. As paragraph 39 of the NPPF makes clear parking requirements need to take into account ‘*the availability of and opportunities for public transport*’, accordingly, the car parking approach will seek to ensure that there is sufficient, but not excessive, provision.
- 5.7 It is evident that the scheme design has sought to recognise and respond to site context. It has followed common urban design principles through provision of a clear block structure utilising perimeter forms, with a network of streets where pedestrians and cyclists are welcomed. There will be obvious improvement in the site layout and quality of housing stock along with a range of connected quality open spaces and sustainability improvements. There

will be clearly defined public/ private spaces, with the introduction of doors on streets and overlooking from residential and non-residential uses to enhance surveillance and safety.

5.8 New homes will be a significant improvement over the existing stock. They will be more fuel efficient, accessible and designed in line with 'secure by design' principles, satisfying the requirements of policy DM4.

5.9 The development will deliver a significant uplift in the quality of the public realm and open space within the site through:

5.9.1 New public realm and useable public space at Station Square;

5.9.2 the Market Place;

5.9.3 Henbury Place (green amenity/ recreation and play space); and

5.9.4 Significant enhancement to the existing green area to the west of Henbury Way.

## **6. OBJECTIONS TO CPO**

6.1 As detailed at section 6 of my evidence a number of planning related objections have been raised to the Order although it is clear that these were considered when the application was approved, whilst there has been no *fresh material or change in circumstances* since planning permission was issued.

6.2 Although the redevelopment has a significant role to play in TRDC being able to achieve its ambitious housing target, the proposals will bring about a wide range of benefits in the public interest, including providing a well-planned and legible community, better quality and varied housing, creation and protection of employment opportunities, an improved and viable town centre, a community focus and sense of identity, minimising crime and disorder, significantly improved public realm and landscaped areas, more sustainable buildings and environmental improvements.

6.3 It is important to ensure that links between the new central development and the station are maximised. It is for this reason that station approach is considered fundamental to the proposed regeneration of the area.

6.4 In recognition of the loss of the car parks at Station Approach and Bridlington Road the scheme intends to provide 75 temporary spaces (55 at Henbury Way and 20 at Baden Hall) to avoid disruption to trade within the centre. The phasing of development has also been carefully scheduled to minimise disruption.

6.5 Relative to construction activity this is always likely to have some impact and cause inconvenience to local residents although condition 23 requires agreement of a construction strategy in order to minimise such impacts.

## **7. CONCLUSIONS**

7.1 The site is covered by an adopted and up to date development plan and it is clear that the consented scheme was devised and assessed against its provisions.

7.2 TRDC has taken the view, based on evidence, that the most appropriate form of regeneration would be through redevelopment rather than refurbishment (Allocation LDD SA6 and supporting text).

7.3 The scheme will deliver a mixed use development, including housing, retail and community uses, in compliance with regeneration objectives.

7.4 There will be no net loss of affordable (social rented) housing, whilst increased provision would adversely impact scheme viability.

7.5 The proposals will bring about a wide range of benefits as reflected on previously.

7.6 Although a number of planning related objections have been raised these were considered when the application was approved. They are also considered and appropriately addressed within my evidence.

7.7 It is my professional view that the purpose for which the Order Land is being acquired is in line with the adopted planning framework for the area, satisfying the requirements of paragraph 76 of the October 2015 Guidance.