

# Chapter 12

---

Cricklewood, Brent Cross and  
West Hendon Regeneration Area

## 12.1 Introduction

### Overview

- 12.1.1 The Cricklewood railway lands and adjoining areas present the major opportunity for regeneration in the borough over the next ten years. The railway lands, some of which are unused, lie within an area of mixed uses that occupies a strategic location in North London, centred on key road and rail transport routes, and includes Brent Cross, London's only Regional Shopping Centre. The area is, however, close to some of London's most deprived communities.
- 12.1.2 The council is seeking to promote development of this area which can both take advantage of its strategic location and enable the regeneration of the surrounding communities in Barnet and the adjoining boroughs. To this end, the council has formed a partnership with some of the major landowners and with some of the local communities and stakeholders. The council will continue to work with these groups to identify the right balance of development proposals over the lifetime of the regeneration of the area. The policies of the UDP, supplemented by the adopted development framework for Cricklewood, provide the context for deciding any planning applications.

### National Planning Policy Context

- 12.1.3 *Our Towns and Cities: The Future – Delivering an Urban Renaissance* (the 'Urban White Paper') encourages the better use of underused and previously developed land, especially when accessible by means of transport other than the car. The white paper stresses the need to create an urban renaissance through ensuring that cities offer the attractive social, economic and environmental qualities that people expect.
- 12.1.4 The government's sustainable communities strategy aims to accommodate growth in Southern England that supports the national economy and pursues the highest standards of sustainable design and construction. There should be an emphasis on mixed use development which enables people to reduce the need to travel between jobs, home, shopping and leisure activities. New development should be of the highest standard, making use of existing character, ensuring that open space, footpath and cycle networks help to create a sense of place, and building to the highest standards of resource conservation and design.
- 12.1.5 PPG13, *The Future of Transport* (the 'Transport White Paper') and the *Transport Ten Year Plan* all aim to reduce the need for car usage, setting challenging targets for passenger and freight growth and seeking to transfer freight from road to rail. National policy is placing emphasis on investment in rail freight, the details of which are set down in the Department for Transport's various strategic plans.

### Regional Planning Policy Context

- 12.1.6 The *London Plan* provides the regional and sub-regional spatial policy framework for the Cricklewood, Brent Cross and West Hendon regeneration area. Its overall strategy is to provide for the growth in housing, jobs and community infrastructure within the existing built up area of London whilst protecting open spaces from development. This strategy will be achieved by:
- Concentrating major development in 'Opportunity Areas';
  - The intensification and creation of mixed development around town centres;
  - Improving the integration of transport and development; and
  - Delivering better opportunities for improving health, employment, safety and other aspects of the quality of life throughout London.
- 12.1.7 The *London Plan* sets out the sub-regional priorities for North London in particular, which include:
- Identifying the capacity to accommodate new jobs and housing (particularly in the Opportunity Areas);
  - Promoting mixed use development in town centres;
  - Planning for and securing the necessary financial resources to deliver transport, social and community infrastructure;
  - Improving access to employment;

- Ensuring development is sustainable;
- Identifying sites that are suitable for tall buildings; and
- Planning for waste facilities.

- 12.1.8 The Cricklewood and Brent Cross area is identified as an Opportunity Area in the North London sub-region. The *London Plan* proposes that, subject to its development as an integrated entity, a planning framework should be drawn up that seeks the redevelopment of Brent Cross as a town centre complementing the roles of other centres nearby, which would require an independent assessment of the need for and impact of further retail development. The *London Plan* notes that redevelopment as a town centre would entail an extension of activities beyond retail, including housing, with no increase in current car parking levels. The planning framework should make provision for at least 5,000 additional homes and 5,000 new jobs, together with local ancillary services and a rail station on the Cricklewood site. Any new development would be conditional on delivery of improved public transport accessibility across the area and, in addition, should take into account the need to protect sufficient areas of the railway lands for future transport functions.
- 12.1.9 The Mayor for London prepared a *Sub-Regional Development Framework* to assist in implementing policies of the *London Plan*, which includes a strategy for the network of town centres in North London. This would guide the evolution of Brent Cross Regional Shopping Centre into an integrated town centre, taking account of the roles of nearby Wood Green, Wembley and Harrow, which provides sustained access to higher quality goods and services. The Mayor of London subsequently approved the *Cricklewood, Brent Cross and West Hendon Development Framework* which addressed these issues.
- 12.1.10 The Mayor is also responsible for preparing a number of strategies that affect to the regeneration of the Cricklewood area. *The Mayor's Transport Strategy* seeks to improve public transport so as to achieve considerably higher usage, and to improve the integration of freight transport with other modes of transport. It refers to the need to work with the Strategic Rail Authority to ensure suitable existing and new sites are brought forward in London to enable the transfer of freight from road to rail. It recognises that orbital public transport is inadequate and that this could inhibit the regeneration of potential sites in Outer London.
- 12.1.11 Transport for London is responsible for the major road network in the borough, including the A406, A41 and the A5.
- 12.1.12 The Mayor's economic development strategy aims to maintain London's role as a major world city, which will require a future:
- Featuring high quality development;
  - A highly trained workforce; and
  - Excellent communications with the rest of the UK, Europe and worldwide markets.
- 12.1.13 Further guidance relevant to the regeneration of Cricklewood, Brent Cross and West Hendon is contained in the Mayor's various strategies covering air quality, waste management, biodiversity and ambient noise.

### **Borough Context**

- 12.1.14 Barnet's Community Strategy contains key themes that the council and its partners have agreed in order to drive forward the improvement of the social, economic and environmental wellbeing of the borough. These themes are central to the development policies in this UDP and will also underpin the regeneration of the Cricklewood area. They address the need to target the council's and its partners' resources so as to make the greatest impact on the most deprived areas and groups of people in the borough.
- 12.1.15 The council is committed to tackling the problems of social exclusion that can lead to inequalities in housing, health, employment and other aspects of the quality of life experienced by all sections of the community. Its housing strategy seeks to ensure that existing housing is brought up to a high standard and that sufficient new housing development takes place to meet the needs of the borough. The council considers affordable housing to be crucial to Cricklewood's regeneration.

- 12.1.16 Barnet’s air quality policies aim to reduce the effects of air pollution, which is concentrated close to the main road network and railway lines in the borough. These areas, together with the new town centre in Cricklewood and associated development land, will need to be the subject of an enhanced programme of air quality monitoring to ensure that the aims of the air quality policies are met. The council supports the role rail freight has to play in reducing the mileage driven by road freight vehicles, and seeks to safeguard and encourage the development of freight sites in rail accessible locations. In terms of transport, the council gives priority to reducing the need to travel by car and therefore emphasises improvements to networks for public transport, pedestrians and cyclists. There is also a need to enhance the environment of residential areas by ensuring that traffic speeds and car parking are managed, and access to public transport is improved.
- 12.1.17 The council is a partner in the North London Waste Authority (NLWA), and the continued use of a waste facility at Cricklewood is part of its strategy. In order to convey domestic waste in bulk by train, it is necessary to include a waste transfer station in this vicinity.
- 12.1.18 This chapter of the UDP has been the subject of a health impact appraisal and proposals that come forward for Cricklewood will also be appraised.

## 12.2 Strategic Policies

- 12.2.1 The council supports sustainable development that integrates economic, social and environmental policies to ensure a better quality of life for everyone, now and for generations to come (see Chapter 2 for more about sustainable development). The Cricklewood, Brent Cross and West Hendon area presents the major opportunity for creating sustainable communities in the borough. This area can be divided in two – the Brent Cross and Cricklewood ‘Opportunity Area’ and the West Hendon housing regeneration area.
- 12.2.2 The *London Plan* promotes the Brent Cross and Cricklewood Opportunity Area because it will sustain London’s economic growth and address particular needs in North London. Regeneration will be centred on the creation of a new town centre to complement the roles of other centres nearby, and will result in the integration of development to the north and south of the A406 North Circular Road. It will combine the expanse of former railway lands to the east of Cricklewood Railway Station with Brent Cross Shopping Centre.
- 12.2.3 The council wishes to see the development opportunity to secure new jobs and facilities in Cricklewood and the surrounding areas realised within the period of the UDP. The council will therefore take a positive approach to secure development of the site, working in partnership with landowners and local communities.

### **Policy GCrick – Cricklewood, Brent Cross and West Hendon Regeneration Area**

The Cricklewood, Brent Cross and West Hendon Regeneration Area, as defined on the Proposals Map, will be a major focus for the creation of new jobs and homes, building upon the area’s strategic location and its key rail facilities. All new development will be built to the highest standards of design as well as to the highest environmental standards. A new town centre, developed over the Plan period, will be fully integrated into the regeneration scheme.

## 12.3 Detailed Policies

### **Comprehensive Development**

- 12.3.1 A comprehensive approach is set out in the development framework covering Cricklewood, which addresses the strategic principles for the whole area and gives an indication of the uses considered appropriate on different parts of the site. The development framework has been prepared using a unique partnership approach, involving the council, the GLA and significant stakeholders. Engaging with the local community has been an essential part of the process through a series of events during key stages of the preparation of the framework. The GLA and Transport for London provided inputs into the framework, which has been approved by the Mayor for London as the formal Planning Framework required by the *London Plan* to guide the regeneration of any Opportunity Area.

- 12.3.2 The development framework has been adopted by the council as formal Supplementary Planning Guidance. It was underpinned by *North West London Retail Assessment* studies which justified the amount of comparison retail floorspace that is set out in Policy C6 below.
- 12.3.3 A delivery strategy has been prepared in accordance with the principles of the sustainable communities agenda, and will inform the process of regeneration. It has been consulted upon with stakeholders and adopted as policy by the council. Planning applications for parts of the area will be supported if they conform with the development framework and the delivery strategy and would not prejudice their implementation. The council will expect financial contributions to be made towards the infrastructure costs for the regeneration of the whole area from individual sites within it, so as to ensure that all development contributes proportionately to, and helps to secure, the regeneration of Cricklewood. Housing-led regeneration in West Hendon may progress separately from Cricklewood and Brent Cross – however, contributions will still be required towards the physical and economic support of West Hendon.

#### **Policy C1 – Comprehensive Development**

The council will seek the comprehensive development of the Cricklewood, Brent Cross and West Hendon Regeneration Area in accordance with the adopted *Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework* and delivery strategy. Development proposals will be supported if they are consistent with policies of the UDP and their more detailed elaboration in the development framework.

- 12.3.4 West Hendon is an integral part of the regeneration area. Its boundaries are broadly defined by the Welsh Harp arm of the Brent Reservoir in the west, and the Midland Mainline railway in the east. The northern and southern boundaries approximate to the extent of the existing residential area either side of the A5 Edgware Road.
- 12.3.5 The present West Hendon Housing Estate consists of a variety of dwelling types, where the majority are in poor condition. The Broadway shopping area is also of poor quality and the prevailing atmosphere is one of neglect. The proximity of heavy traffic on the A5, and the local road gyratory system, greatly contribute to the creation of an unattractive and uncomfortable environment for pedestrians and cyclists. Public access to Hendon Railway Station requires improvement and greater legibility. It is anticipated that a new residential quarter will be created around the Welsh Harp, the existing housing will be demolished, and in addition to new and replacement housing, there will be a new local centre and civic area with new shopping, commercial and community uses. In accordance with PPG3 and the *London Plan*, the opportunity will be taken to achieve a higher density of development throughout the regeneration scheme, in a sustainable manner that will incorporate the highest standards of design.
- 12.3.6 The adopted *Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework* sets out detailed guidelines for the redevelopment of the West Hendon Housing Estate and the local town centre, and the enhancement of the waterside environment of the adjoining Welsh Harp Site of Special Scientific Interest. The development framework will therefore inform the preparation and submission of an outline planning application for the regeneration of West Hendon that will encompass both the housing estate, the local town centre, the Welsh Harp and access to the mainline Hendon Station. It is anticipated that such a planning application will set out the basis and programme for a comprehensive, mixed use redevelopment, with future, detailed submissions being brought forward for individual zones of development and open space within the site. In order to provide new and improved accommodation for the existing estate residents as soon as possible, proposals for the regeneration of West Hendon can come forward and be considered in advance of those for the rest of the regeneration area. In the order of 2,200 new homes (including affordable housing) will be developed at West Hendon, in addition to the minimum of 5,000 homes provided for in Policy C9 in the rest of the regeneration area.

### **Policy C1(A) – West Hendon**

Within the Cricklewood, Brent Cross and West Hendon Regeneration Area, as defined on the Proposals Map, the council may consider planning proposals for the West Hendon area in advance of the remainder of the Regeneration Area. The mixed use regeneration of the area should comprise the following:

- High density housing, built to the highest design qualities, to replace existing stock and create a mix of housing in terms of size, affordability, those qualifying as Lifetime Homes and wheelchair accessibility;
- A new local town centre to include a mix of retail, commercial, community and civic uses;
- Measures to protect and enhance the special interest of the Welsh Harp SSSI and integrate it with the development and associated open spaces;
- Increased movement capacity on the A5 locally to assist the movement of buses through the area; and
- Measures to improve transport links to, and facilities at, Hendon Railway Station.

### **Urban Design**

- 12.3.7 Barnet is considered to be a very attractive part of London and has many community-based estates of a very high standard of planning and architecture, which include the Watling Estate (designed by the London County Council), the Railway Terraces at Cricklewood, Glenhill Close, and, of the utmost importance, the internationally-renowned Hampstead Garden Suburb. All of these are now designated Conservation Areas.
- 12.3.8 The council is firmly of the view that the Cricklewood Regeneration Area is this generation's opportunity to add to these examples, by creating an urban, mixed use development that will come to be seen as an exemplar of the highest quality planning, architecture and design and regeneration. To this end, it will work in partnership with the developers and their architects to deliver an attractive, cohesive and sustainable model for modern urban living and working. The regeneration of the Cricklewood, Brent Cross and West Hendon area will be one of the largest development schemes in London and certainly the most important one in Barnet. It is also a prominent and highly visible location, and in the middle of existing residential areas. The council will use its planning powers to ensure that the development is designed to the highest standards with particular regard to its architecture – including enhanced security through adoption of the 'Secured by Design' (SBD), 'Secure Car Parks Scheme' (SCPS) and 'Crime Prevention Through Environmental Design' (CPTED) standards. This will help to improve the existing environment of the area, attract business and investment and establish a sense of place.
- 12.3.9 Proposals that come forward should be creative and innovative, and include appropriate landmark buildings. They should be sensitive to existing buildings and surrounding areas and incorporate both urban and green spaces. Special consideration should be given to the desirability of preserving or enhancing the character and appearance of the Cricklewood Railway Terraces Conservation Area. Overall, the design of the schemes will be expected to improve the quality of life for those living in the area. As a brownfield site with much improved public transport, the potential exists for a range of different buildings at greater densities than other places in the borough. Some of these buildings will be tall buildings of the highest architectural quality built to the highest sustainability standards. They will act as physical, social and economic markers of the borough and London.

### **Policy C2 – Urban Design – High Quality**

The council will seek to achieve the highest standard of urban design in the Cricklewood, Brent Cross and West Hendon Regeneration Area in order to create a safe and attractive environment for people who live, work in and visit the area. These standards of design must result in development proposals of landmark quality. Proposals will need to be consistent with the strategic principles set down in the *Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework*.

**Policy C3 – Urban Design – Amenity**

Development within the Regeneration Area should protect and, wherever possible, improve the amenities of existing and new residents.

**Sustainable Design**

- 12.3.10 In areas of open space deficiency, it is especially important to ensure that the open character and appearance of allotment sites is retained. Surplus allotment land can contribute to reducing open space deficiencies. Therefore, when considering proposals on land used as allotments located in areas of open space deficiency, the council will consider the scope for providing public open space, recreational or other community uses on part or the whole of the site.
- 12.3.11 The Brent Reservoir is a Site of Special Scientific Interest (SSSI) and is located adjacent to West Hendon, sharing a 1.5 kilometre section of its boundary with the Regeneration Area. It was formed in 1835 by the damming of the River Brent, and its unusually shallow depth and sloping banks have supported a particularly interesting habitat for breeding wetland birds, waterfowl and a variety of plants. Any development will be required to respect a buffer zone and protect this area of nature conservation interest. In such areas of nature conservation interest, development can also include proposals that contribute to extending and protecting the area's biodiversity and which take opportunities to create new habitats for wildlife colonisation (see Policy O16 with regard to legally protected species). The nature conservation and amenity value of the Brent River should therefore be enhanced where it is in an open concrete channel (with due regard being given to any advice from the Environment Agency). There must be no building within eight metres of the brink of the River Brent.
- 12.3.12 Development will only be acceptable in floodplains where issues of flood risk have been addressed, in line with PPG25, and both environmental and ecological mitigation have been agreed with the Environment Agency. These may include providing more flood water storage outside the floodplain. The council would welcome the application of the innovative, sustainable principles of the Millennium Villages.

**Policy C4 – Sustainable Design**

The council will seek to ensure that the redevelopment of the Regeneration Area pursues the highest standards of environmental design. Development should:

- Meet high performance standards for environmentally sustainable design and construction;
- Create an integrated network of open spaces and pedestrian and cycle routes to meet leisure, access, urban design and ecological needs both within the Regeneration Area and through enhanced connections to the surrounding area; and
- Ensure the restoration and enhancement of the River Brent and its corridor in order to provide both amenity and nature conservation to the area; development which would be directly or indirectly detrimental to the nature conservation value of the Brent Reservoir Site of Special Scientific Interest will not be permitted.

Development proposals must also ensure that:

- There is an adequate buffer zone;
- Appropriate protection is afforded to legally protected species; and
- Opportunities are taken to enhance the biodiversity of the area.

**Existing Town Centres**

- 12.3.13 Cricklewood (a District Centre) and West Hendon (a Local Centre) both suffer from the adverse effects of traffic on the A5 main road, and have higher proportions of vacant shops than many other town centres in the borough. They do, however, provide a variety of services to local people and function as part of a network of town centres in North London. As part of the housing-led regeneration of West Hendon, the council is working in partnership with developers and local traders to improve the town centres. Through development proposals for the wider area, the

council will expect to see social, environmental and economic benefits accruing to the town centres, for example:

- Provision of the types of facilities likely to cater for local people, such as workshops or small office suites;
- The making available of appropriate training;
- Better town centre management;
- The creation of a more attractive physical environment; or
- Improved public transport.

- 12.3.14 A supplement to the *Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework* will be prepared setting out how it is intended that the vitality and viability of Cricklewood Town Centre is to be maintained and enhanced.

#### **Policy C5 – West Hendon and Cricklewood Town Centres**

The council will seek to maintain and enhance the vitality and viability of the West Hendon and Cricklewood town centres. Proposals for the development of new retail and other key town centre uses will be considered in accordance with policies TCR1, TCR5 and TCR7.

#### **A New Town Centre**

- 12.3.15 The regeneration of the area provides an opportunity for the transformation of Brent Cross Shopping Centre in a sustainable manner. Brent Cross comprises higher order comparison shopping that serves the needs of a large catchment area of North London and beyond, but most customers and staff travel by car rather than use public transport. The *London Plan* seeks the development of Brent Cross as a town centre. However, Brent Cross in its current form does not have the diversity of uses necessary to be defined as a town centre in accordance with PPS6 – a town centre requires a rich texture of facilities and activities to be accessible to residents in a safe and attractive, pedestrian-friendly environment.
- 12.3.16 The council considers that a redeveloped Brent Cross will perform the function of a major town centre, spanning the A406 North Circular Road, sustaining a vibrant and viable evening economy and serving a catchment area wider than the borough. The key components of the new town centre must include:
- Improved public transport access;
  - A mix of uses including residential use and businesses;
  - A greater variety of shops and services, leisure facilities, sports facilities, cultural and arts facilities, restaurants, hotels and community facilities (including primary healthcare facilities), as well as additional retail floorspace.
- 12.3.17 A greater mix of uses will be encouraged in the new town centre, as well as on different floors of individual sites, to create synergies. However, in order to maintain an attractive centre, the ground and first floors of the existing floorspace will remain primarily in retail use (use class A1). The *North West London Retail Assessment* (commissioned by the council, the GLA and the principal landowners as part of the development framework) has demonstrated both the capacity and the need for significant new retail floorspace – the scale of new comparison floorspace should fall within the identified requirement of 55,000m<sup>2</sup>. The amount of expected retail development is justified principally by the need to meet in a sustainable way the additional retail requirements of the increased population of the area. In addition, an appropriate level of retail floorspace will support a sustainable and viable development and a thriving, mixed use town centre, which is critical to the vision for the regeneration of the area as a whole. Any proposed retail expansion that did not meet the overall objective of creating a town centre would have to meet the tests set out in PPS6. An overall limit for the scale of new convenience floorspace will be identified within further work to be undertaken as part of a convenience-retail impact assessment.
- 12.3.18 A minimum of 5,000 jobs (including office development) will be required to be created in the new town centre up to the year 2016.

- 12.3.19 The boundary of the new town centre is shown on the Proposals Map, and reflects the quantum and type of land use described in the *Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework*. The Eastern Lands have been identified as areas of mixed use development including educational, residential, offices, leisure facilities, local/neighbourhood shops, community uses and open space. These land uses should be complementary to the town centre to the west and to the north of the A406, and should afford the Regeneration Area and new commercial centre the opportunity to have a viable future, with the capacity to deliver future organic growth in a sustainable manner.
- 12.3.20 The development framework sets out a requirement for an urban design solution to transform the existing inward looking, single use shopping centre into the core of a vital town centre:
- The town centre will be developed so as to allow safe and convenient access on foot from public transport. A major element of the scheme will be provided by a new bridge over the North Circular Road, which must be designed so that pedestrians and cyclists feel secure in using it.
  - The existing bus station will need to be improved so as to cater for an increase in traffic by buses that will link the new town centre to its catchment area, which will include North London and towns lying outside the M25. New bus services will be required to link Brent Cross Bus Station with Brent Cross and Hendon Central underground stations and the new Cricklewood Railway Station – these services will serve those using the town centre and therefore will need to operate every day and late at night.
  - The existing shopping centre is surrounded by car parking which is used during the day when the shops are open, but the mix of uses proposed will have to make more efficient use of this car parking. Maximum car parking standards for the new town centre are set out in Policy C8. Measures to encourage the greater use of public transport could include introducing car parking charges.

#### **Policy C6 – Brent Cross New Town Centre**

The council will support additional retail development at Brent Cross as part of a new town centre extending north and south of the North Circular Road (A406), subject to:

- i. The scale of new comparison retail floorspace falling within the identified requirement of 55,000 square metres; and
- ii. The provision of a broad range of uses, to include homes, business units, leisure services, entertainment facilities, restaurants, hotels, community facilities and open space, in a pedestrian-friendly environment; and
- iii. The provision of significant public transport improvements; and
- iv. The provision of enhanced pedestrian and cycling links to the surrounding areas; and
- v. Significant improvements to the setting and environment of the town centre; and
- vi. Measures to encourage residents, shoppers and employees to access the town centre by means other than the private car; and
- vii. Floorspace within the primary frontage, as defined on the Proposals Map, being for predominantly class A1 uses; and
- viii. Any proposal for retail floorspace in addition to that stipulated in Condition i above will need to be assessed against the tests contained in PPS6, other policies in this UDP, and any overall limits for the scale of convenience retail floorspace that are supported by the results of a retail impact assessment.

#### **Transport**

- 12.3.21 The unique characteristic of the site is the relationship between the railway lands and the strategic links to the rest of London and beyond. It is therefore essential that the regeneration scheme exploits this resource in a sustainable manner. This means that proposals will need to examine the effects of development on the surrounding road network, particularly the A406 North Circular Road and residential roads in the area, and demonstrate to the council how these are to be mitigated. The existing railway station at Cricklewood plays an important role in the regeneration plans – a new passenger station should be provided to the satisfaction of the Department for Transport, that

will promote a significant incentive for people working in the area or visiting it to use public transport. This station will need to provide a safe and convenient interchange between train and bus for passengers, and include high quality cycle parking. Long-term car parking should only be provided in limited numbers for disabled passengers and for operational purposes, so as not to allow commuters to park and ride. The operational, technical and commercial viability of the new railway station will be considered in consultation with Network Rail and Department for Transport.

- 12.3.22 The new station must be linked to the Brent Cross Bus Station by a rapid transport system (RTS), so that those shoppers who have access to this rail line are encouraged to travel by train rather than car. As set out within the development framework, the RTS will link together the key transport nodes of the new railway and bus stations and pass through, or close to, the core commercial and residential areas. At its southern end, it should terminate at the existing Cricklewood Railway Station, while to the east of Brent Cross it will provide a connection to either Hendon Central or Brent Cross tube stations on the Northern Line.
- 12.3.23 The area is bounded and bisected by major transport routes which limit free movement into and across the area. The proposed bridges across the North Circular Road and the Edgware Road are thus of vital importance to the achievement of the sustainable regeneration of the area. The North Circular Road bridge has to unite the two parts of the town centre and will need to be designed so that it is successful in drawing shoppers and other users from one side to the other. The bridge will require the highest standard of design, and must become a landmark urban feature of outstanding architecture, to ensure that it provides an attractive route for pedestrians and cyclists even at times of heavy traffic flow. It is essential that adequate facilities are provided to ensure that the requirements of Policy M1 in the “Movement” chapter are met. It is important that the public transport links to the surrounding residential and employment areas are improved. The majority of people travelling to and from the Regeneration Area will be able to make use of local buses, and this can be encouraged by enhancing services, for example, by providing real time information, increasing bus frequency and extending the hours of service, in partnership with Transport for London and bus operators. The improved public transport accessibility of the area is a pre-requisite of major development.
- 12.3.24 The site presents strategic opportunities for maintaining and increasing rail freight to serve North London and improving links to London’s airports. It is essential that this resource makes a positive contribution to the regeneration of the area. Rail freight should be taken into account in the way that employment land is developed, while ensuring that the adverse effects of noise pollution are mitigated. The freight facility will bring significant environmental benefits to the borough, London and beyond, by reducing the number of lorries on the road. The Department for Transport will be an important consultee to ensure rail freight facilities are developed satisfactorily.
- 12.3.25 One of the important land uses in the area, related to rail freight, is for the existing waste transfer station. Any replacement must enable the North London Waste Authority to meet its operational needs, both in terms of statutory performance standards for household waste recycling and composting, and the requirements of the European Union Landfill Directive. The development could include a materials recycling facility that would provide a model for other sub-regional freight facilities elsewhere in London. Road access to the rail freight and waste transfer facilities will make use of the strategic road network, but also local roads, and any proposal will need to demonstrate that the environment of residential areas will not be affected adversely.
- 12.3.26 The Department for Transport advises that the railway lands at Cricklewood have an important role to play in the provision of passenger train stabling and depot facilities. (This is in addition to the need for any rail freight and waste transfer facilities.) Provision must therefore be made for such facilities, and the requirements for such passenger train stabling at Cricklewood will be considered in consultation with Network Rail and the Department for Transport (including appropriate provision for the Train Operating Companies and taking into consideration the operational requirements of Network Rail).

### Policy C7 – Transport Improvements

The council will seek to provide the following through planning conditions and/or Section 106 agreements:

- i. Connections and/or improvements to the strategic road network, that are satisfactory to Transport for London in relation to the TLRN, and the Highways Agency in relation to the M1 motorway.
- ii. Sufficient transport links to and through the development, in particular to include at least one vehicular link across the North Circular Road and one vehicular link crossing the railway to the Edgware Road.
- iii. A new railway station and new bus station at Cricklewood, integrated with facilities for other public transport services and with key trip-generating sites within the development by a rapid transport system to Brent Cross Bus Station and Hendon Central and/or Brent Cross Underground Stations on the Northern Line.
- iv. A new bus station at Brent Cross, to north of the North Circular Road, with associated improvements to the local bus infrastructure.
- v. An upgrade of the rail freight facilities, to increase the potential for the distribution of goods by rail, for use by businesses in North London.
- vi. Provision of an enhanced, rail-linked waste transfer station serving North London.
- vii. Priority measures for access to disabled persons, pedestrians, buses and cyclists throughout the Regeneration Area.

All the above criteria relate to Cricklewood and Brent Cross. Detailed proposals for changes to infrastructure will need to be developed as part of the submission of proposals for planning permission in relation to West Hendon.

### Parking Standards

- 12.3.27 There is a balance to be drawn in the setting of car parking standards. On the one hand there is the aim of minimising additional car travel, reducing trip-lengths and encouraging the use of more sustainable means of transport, whilst on the other hand there is the need to provide for attractive, viable development. General car parking standards for Barnet are covered in Chapter 7, whilst policy C8 in this chapter sets out a series of parking standards for the Cricklewood, Brent Cross and West Hendon Regeneration Area.
- 12.3.28 The planned new town centre at Brent Cross will be a high density, mixed use development, where the aim is to meet a significant proportion of travel needs through high quality public transport and improvements to walking and cycling facilities. A proportion of the new community will both live and work in this area, to some extent reducing those travel needs. The total movement needs generated by the development, however, will still be considerable – it is estimated that it may amount to some 200,000 additional trips per day by all modes. It will be necessary to stimulate the use of public transport, and other means such as car sharing, through managing the level of on-site car parking (as well as parking levels generally).
- 12.3.29 The standard set for new housing in Policy C8 is a maximum of one space per unit. This should be the average for residential development across the Regeneration Area. Detailed standards will be established for each specific development, taking into account its location and the type of dwellings provided. The stipulation in Policy C8 that there will be no further car parking for retailing and leisure services in the new town centre to the north of the North Circular Road is based on the 7,600 spaces that already have planning consent. The stipulation regarding leisure services is targeted primarily at evening and nighttime-based activities, which present opportunities for shared parking with the retail and other uses within the town centre. Parking standards for developments falling outside the uses cited in Policy C8 should follow guidance set out in the *London Plan*.

### Policy C8 – Parking Standards

The council will apply the following maximum car parking standards to development in the Cricklewood, Brent Cross and West Hendon Regeneration Area:

- i. Housing – one space per unit.
- ii. Business (use classes B1 or B2) – one space per 300 square metres.
- iii. Retail, leisure facilities and hotels within the new town centre, as defined on the Proposals Map – no further car parking.
- iv. Other retail locations in the Cricklewood and West Hendon town centres – as set out within the *London Plan*.
- v. Hotels outside the town centre – one space per two bedrooms, plus one space per five seats for conference facilities.
- vi. The existing and new Cricklewood Railway Stations – parking only for disabled passengers and staff and for pick up and set down purposes.

Parking standards for development outside the uses cited above will follow the guidance set out in the *London Plan*.

- 12.3.30 Proposed minimum cycle parking standards should be in accordance with the standards set out in the *London Cycle Network Design Manual* (1998), but amended so that B1 or A2 uses are provided for at one cycle parking space per 400m<sup>2</sup> and C2 uses (flats) are provided for at one cycle parking space per ten units.

### Housing and Community Development

- 12.3.31 The area includes some residential development and is surrounded by housing in Barnet and adjoining boroughs. A significant proportion of the Regeneration Area should provide additional housing – there is the potential to provide a minimum of 5,000 homes within the area, not including proposals for West Hendon, where an additional 2,200 homes (1,600 net) are being advanced separately (proposals for the West Hendon area are dealt with specifically in Policy C1(A) above).
- 12.3.32 The *Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework* guides the form of uses throughout the area. Consistent with the requirements of the *London Plan*, the intention is to create a mixed use, high density development in order to maximise the potential of the site. Successful implementation will secure significant benefits, but building at high densities also creates important challenges which need to be comprehensively addressed through careful planning to ensure development of a sustainable urban community. It is the policy of the borough to require a mix of housing tenure and types in order to meet the needs of existing and potential residents. The council will expect a proportion of housing to be affordable, including housing for key workers (see policy H5 of the “Housing” chapter). Family housing is required as well as small units for single people and small households. The development should include provision for wheelchair access and Lifetime Homes. The council has prepared Supplementary Planning Documents covering affordable housing and mixed use development to provide guidance and information to developers and residents.
- 12.3.33 The location will be attractive to those wishing to work in the area or who can make use of the improved public transport to Central London and other parts of North London. Developers will be encouraged to explore the opportunity of including live/work units. Housing zones must have safe and convenient access to formal and informal open spaces for recreational and leisure use. There will be a need for social, educational and community facilities to be provided as the housing development progresses including shops, meeting places and health clinics. The council will ensure that these are funded, through planning obligations where necessary, and are operational as required. Public open space in this area is already limited. All new homes should have direct access to either communal open space (such as courtyards), a private terrace or a balcony. Family homes should have their own private gardens, terrace or balcony.

### **Policy C9 – Housing and Community Development**

The council will grant planning permission for a minimum of 5,000 new homes within the Cricklewood and Brent Cross area between 2006 and 2016. A mix of housing, including affordable housing, will be required in order to meet the needs of the borough and neighbouring boroughs. Supporting community facilities, including health facilities, will also be required to complement new residential development.

#### **Employment**

- 12.3.34 It is the aim of the council to improve opportunities for people living in the borough by encouraging a thriving economy. Cricklewood, Brent Cross and West Hendon will provide an ideal location for business development and contribute to the regeneration of the wider area. It contains a variety of existing employment sources, including:
- The council-owned industrial estates located in Claremont Road and Cricklewood Sidings;
  - Brent Cross Shopping Centre;
  - The local town centres of Cricklewood and West Hendon;
  - Businesses found along the main roads in the area; and
  - The waste transfer station.
- 12.3.35 The Regeneration Area has the potential to become one of the most significant commercial centres in London and a strategic location for office development. The estimated number of jobs to be created in the Regeneration Area as a whole is expected to be in the order of 20,000. The council, in line with the Mayor's Economic Development Strategy, will support new enterprises and ensure that there is the physical infrastructure in place in the right locations to promote sustainable economic development. The council wishes to encourage different types of employment-generating activity and self-employment, including offices, high technology industries, those needing incubator units and managed workspace, and industry in use class B2 that takes advantage of rail freight and the materials recycling facilities. Social enterprise is also encouraged. The operational needs of the rail industry will be protected. The council will work with developers to ensure that businesses displaced as a result of new development are relocated to sites or locations that are not detrimental to them. In order to encourage journeys to work to be made by means other than the car, the maximum car parking standards set out in Policy C8 will apply.

### **Policy C10 – Employment**

Within the area defined on the Proposals Map as rail-related employment land and mixed use land, the council will require the provision of:

- A rail freight transfer facility with associated uses;
- Developments for business (class B1), industrial (class B2) and warehouse uses (class B8); and
- Rail-linked waste transfer and materials recycling facilities.

Office development (use class B1a) will also be permitted in the mixed use town centre and an urban office quarter. The quantity and location of this mix of uses will be determined in future outline planning permissions.

#### **Implementation**

- 12.3.36 Development of the Regeneration Area will take place over a period of at least fifteen years. It is important that the infrastructure is in place to support subsequent development. This issue is addressed in the *Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework*, which describes the sequence of development that will take place and the means that will be used of financing the economic, social and environmental regeneration of the area.

- 12.3.37 The council, in association with the Mayor of London (the strategic planning authority for London), will negotiate with developers in order to secure the resources to finance the necessary infrastructure, amenities and facilities required, and to secure other planning contributions that result from the regeneration of the area. These resources may be secured through the use of planning conditions or planning contribution legal agreements attached to planning permissions granted in the area. The council will take into account the effects on the wider area, including neighbouring boroughs, and will use its compulsory purchase powers to enable comprehensive development to proceed.
- 12.3.38 The council will be minded to refuse inappropriate planning applications which would either prejudice or undermine its objectives for the comprehensive regeneration of Cricklewood, Brent Cross and West Hendon, or which would not be in the interests of good strategic planning for Barnet or for London. The council will require an overall planning application for the Regeneration Area to contain mechanisms to ensure that comprehensive regeneration takes place.

#### **Policy C11 – Implementation**

The council will require developers to provide for the following on-site and off-site infrastructure, facilities and services necessary to support the regeneration of the area and its integration with the surrounding areas:

- Transport infrastructure and improvements.
- Town centre initiatives.
- Employment and access-to-work initiatives.
- Affordable housing.
- Community facilities.
- Educational facilities.
- Health facilities.
- Environmental schemes.

- 12.3.39 Progress in achieving the regeneration of the Cricklewood, Brent Cross and West Hendon area will be monitored by the council and results will be published. If there are significant changes in circumstances, such as changes to London's economy or to the community's needs, new government guidance or changes in the Mayor's *London Plan*, this chapter of Barnet's UDP will be revised.