



Additional chapter to Unitary Development Plan

REVISED DRAFT

**CRICKLEWOOD, WEST HENDON
AND BRENT CROSS
REGENERATION AREA**

New text underlined
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INTRODUCTION

Overview

1.1 The Cricklewood railway land and adjoining areas present the major opportunity for regeneration in the borough over the next ten years. The railway land, some of which is ~~largely~~ unused, lies within an area of mixed uses that occupy 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 surrounded by some of London's most deprived communities.

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 the major landowners and with the local communities and stakeholders to identify the right balance of proposals in this area.

1.3 The policies of the UDP provide the planning context for deciding any planning applications and, along with the council's approved supplementary planning guidance for Cricklewood and West Hendon, ~~also will~~ create the basis of a development framework that will ~~be required to~~ guide the area's regeneration. Once the draft UDP is adopted, the council will withdraw this supplementary planning guidance.

National planning policy

1.4 The Government's Planning Policy Guidance Notes and Urban White Paper (2001) encourage 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. PPG 13, the Transport White Paper, the Ten Year Transport Plan and Sustainable Distribution documents 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. It is important to make better use of underused and brownfield urban sites, especially where they can be accessed by means of transport other than the car.

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 a high standard, making use of existing character, ensuring that open space, footpath and cycle networks help to create a sense of place, and building to high standards of resource conservation and design.

National railway and planning policy

1.4a Planning Policy Guidance Notes 1,11,12 and 13 give advice on the importance of rail and freight issues. In addition, the government produced a 'Ten Year Plan' in December 1999. This Plan seeks to increase the volume of rail freight traffic nationally by 80%. This will be implemented through the provision of larger carriages, more punctual and reliable services, with an investment of £4bn in rail and £1.5bn in freight services. The Strategic Rail Authority (SRA) published a Strategic Plan in January 2002 and a Freight Strategy in May 2001 stating that three to four freight terminals are needed in the Greater London area to realise this growth. The strategic objectives of the SRA in their land use planning statement include: encouraging increased densities and use of rail around railway stations; and safeguarding and identifying new freight sites, and ensuring both warehousing and intermodal transfer facilities are provided on these sites.

Strategic planning context

1.5 Strategic Planning Guidance for London (RPG3) provides the current strategic policy framework for the regeneration of the Cricklewood area. It establishes three key principles for the site: as a major regeneration opportunity; as an opportunity to substantially improve public transport infrastructure; and as an opportunity to expand the Brent Cross regional shopping centre in a sustainable manner. This

guidance recommends that boroughs seek locations for development along routes of major rail infrastructure and integrate safeguarding requirements for rail infrastructure in their UDPs.

The London Plan

1.6 RPG3 is in the process of being replaced by the Spatial Development Strategy for London (the London Plan). This will provide the spatial framework for development and include policies relating to the amount of housing, the retail hierarchy, transport network, employment, and other issues at the London-wide and sub-regional level. The overall strategy of the draft London Plan is to accommodate sustainable growth that is forecast to take place in terms of population and the economy over the next ten to fifteen years. It is essential that this growth takes place within London and does not encroach on the Green Belt or equally valuable urban open spaces. The London Plan will demonstrate that sustainable growth can be achieved by making the best use of previously developed land, maintaining a strong economy, increasing the amount of housing and in particular, affordable housing, and ensuring that the quality of development enhances the built environment.

1.7 Much of the population and employment growth that has taken place over the last ten years in London has been within Barnet and some other outer London boroughs. Strategically, the largest opportunity for housing development in London is in the Thames gateway. The draft London Plan defines a number of other locations as 'Opportunity Areas' where physical, social and economic regeneration will be encouraged. Cricklewood/Brent Cross is defined as one such 'Opportunity Area' and is planned to provide at least 5000 4,000 housing units and at least 5,000 14,500 office-based- new jobs but with the potential for significantly more jobs resulting from the masterplan exercise and commercial market testing. Brent Cross is no longer defined as a regional shopping centre but should evolve from an isolated specialist shopping centre into a new town centre offering a full range of services. This

can only be achieved with the successful integration of land south of the A406 North circular Road and with the provision and delivery of improved public transport and accessibility across the area. The new town centre will have to complement the roles of other centres nearby. as a major town centre with the potential to accommodate town centre uses including retail where it can be justified on the basis of the regeneration scheme. The London Plan recognises the importance of rail freight in providing an efficient system for the distribution of goods and services. Cricklewood is one of the few rail freight facilities in London.

1.8 The Mayor for London Greater London Authority- is also responsible for preparing a number of strategies that relate 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 improve integration of freight transport with other modes of transport. It refers to the need to work with the SRA to ensure suitable existing and new sites are brought forward 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. Transport for London is responsible for the major road network, including A406 and ~~A5 A41~~. The Mayor's economic strategy aims to maintain London's role as a World City which requires high quality development, a highly trained workforce and excellent communications with the rest of the UK, Europe and world-wide market. The Mayor is preparing and publishing strategies on air quality, waste management, biodiversity and ambient noise GLA is preparing strategies on air quality, waste management and biodiversity- that will contain policies relevant to the regeneration of Cricklewood.

Borough context

1.9 The borough's current Community Plan, agreed in September 2000 by the Civic Forum which brings together over 50 key local partners, contains eight broad themes: Involved, Equal, Skilled,

Enterprising, Healthy, Safer, Revitalised, and Living Barnet. Each of these is relevant to the regeneration of the Cricklewood area. The council and its partners aim to focus on tackling the causes for inequalities in terms of health, skills, safety and employment that are found within the borough. These themes are central to the development policies of the UDP.

- 1.10 The borough has approved a number of strategies that are relevant to the regeneration of this area. The council is committed to tackling the problems of social exclusion that impact on inequalities in housing, health, employment, and other aspects of quality of life experienced by all sections of the community living in the borough. The council's 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 that affordable housing is crucial to this area's regeneration. The air quality strategy aims to reduce the effects of air pollution, which in Barnet is concentrated close to the main road network and railway lines. The council supports the role rail freight has to play and seeks to safeguard and encourage the development of freight sites in rail accessible locations. The council is a partner in the North London Waste Authority and the continued use of a facility at Cricklewood is part of their strategy. In order to convey domestic waste in bulk by train, it is necessary to include a waste transfer station in this vicinity. 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 ~~are reduced, that and~~ car parking ~~is are~~ managed and access to public transport is improved. The council is preparing a Regeneration Strategy that will address the need to target the borough's and its partners' resources so as to make the greatest impact on the most deprived areas and groups of people in the borough. This chapter of the UDP will be the subject of a

health impact appraisal and proposals that come forward will also be appraised.

STRATEGIC POLICY

- 1.11 The government defines sustainable development as integrating economic, social and environmental policies to ensure a better quality of life for everyone, now and for generations to come. (See paragraph 2.4.1 and Policy GSD on sustainable development in the revised deposit UDP 2001) The Cricklewood, West Hendon and Brent Cross area presents the major opportunity for regeneration in the borough. Regeneration will be centred on the creation of a new ~~an expanded~~ town centre to complement the roles of other centres nearby which will result in the integration of ~~that integrates~~ development to the north and south of the A406 North Circular Road. It will combine the expanse of former railway land, industrial land to the east of Cricklewood station together with Brent Cross shopping centre. The council wishes to see the development opportunity to secure new jobs and facilities in Cricklewood and the surrounding areas realised within the plan period. Strategic guidance promotes its regeneration in order to sustain economic growth and address needs in north London. The council will therefore take a positive approach to secure development of the site, working in partnership with landowners and local communities. The regeneration of West Hendon is going ahead in advance of the rest of this area. However, the new jobs, training, community and leisure facilities created through the wider regeneration scheme will benefit West Hendon which is the reason for its inclusion in this chapter.

Policy GCrick

The Cricklewood, West Hendon and Brent Cross Regeneration Area, as defined on the proposals map, is designated as a major regeneration opportunity. Regeneration will build upon the area's strategic location and key rail facilities. A new town centre, developed over the plan period, will be fully integrated into the regeneration scheme. Within this area the council will seek economically, socially and

environmentally viable sustainable development which will enable the creation of an important, thriving place for urban activities and secure new homes and jobs and facilities to meet local and strategic needs.

LOCAL POLICIES

Comprehensive development

1.11a A planning framework will be produced that will justify the amount of retail floorspace that will be necessary to bring about the regeneration of the area. This will be the subject of further consultation.

1.12 Given the scale and importance of the regeneration area, the council will require a comprehensive, rather than a piecemeal approach to redevelopment, recognising that developments will proceed by separate detailed planning applications. This will ensure the provision of the necessary infrastructure, such as transport, utilities and community facilities to enable the regeneration of the wider area and to integrate development within the surrounding communities and existing land uses.

1.12a This comprehensive approach will require the formulation of a Development Framework that addresses urban design for the whole area and gives an indication of the uses considered appropriate on different parts of the site. It will be adopted as supplementary planning guidance and be subject of thorough consultation with landowners, developers and local communities. This will give flexibility and allow for changes in the economic, social and planning environment over the next 10 to 15 years to be reflected in the proposals. A Delivery Strategy will be formulated within the Framework to enable contributions to be made towards the infrastructure costs for the regeneration of the whole area, and from individual sites within it, so as to ensure the schemes remain viable. Masterplan applications for parts of the area will be supported if they conform with the Development Framework and its Delivery Strategy. Housing-led regeneration in West Hendon town centre

may progress separately from a Cricklewood/Brent Cross Masterplan. Contributions may still be required towards the physical and economic support of West Hendon.

Policy C 1

The council will seek the comprehensive development of the Cricklewood, West Hendon and Brent Cross Regeneration Area in accordance with a Development Framework and Delivery Strategy to be approved by the council. Urban design guidelines will be required as part of the Development Framework, to be implemented through subsequent masterplan permissions for sites within the Area. Planning applications and masterplans will be supported if they are consistent with these documents. The council will consider an outline planning proposal that includes comprehensive section 106 agreements in partnership with the landowners, developers and local communities.

Urban design

- 1.13 Barnet is considered to be a very attractive part of Greater London and has many community based estates of a very high standard of planning and architecture which includes the LCC designed Watling Estate, 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. The council is firmly of the view that the Cricklewood site 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, West Hendon and Brent Cross 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 'Secured by Design' (SBD), and 'Secure Car Parks Scheme' (SCPS), to include 'Crime Prevention Through Environmental Design' (CPTED), safety and accessibility. This will help to improve the existing environment of the area, attract business and investment and establish a sense of place. In order to establish the design principles for the site the council will require an urban design framework to be prepared, to accompany the proposals and guide detailed design of the development. The design of schemes 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. Overall, the design of the schemes is expected to improve should add to the quality of life for those living in the area.

Policy C 2

The council will seek to achieve a high standard of urban design for the Cricklewood, West Hendon and Brent Cross Regeneration Area in order to create a safe and attractive environment for people who live and work in and visit the area and result in schemes of landmark quality. An urban design framework will need to be submitted as part of the outline planning proposal and agreed by the council as part of the section 106 agreements.

Policy C 3

Planning permission will not be granted for development within the regeneration area unless it protects and improves the amenities ~~and quality of life~~ of existing and new residents. The character and appearance of the Cricklewood Railway Terrace Conservation Area will be ~~protected and preserved or enhanced. (and where possible, enhanced)~~ protected and preserved or enhanced within the ~~constraints of permitted development rights.~~

Sustainable development

- 1.14 The regeneration of the area will assist in sustainable development objectives by enabling sustainable travel patterns and through mixed-use development and the reuse of brownfield land. There are a number of criteria that the council will expect developers to demonstrate that they have met in putting forward their proposals. The regeneration area comprises 240 hectares and is suitable for a wide range of uses due to its strategic location in north London and proximity to a variety of existing uses. The development must therefore include an appropriate mix of uses that makes the best use of the site and its location, reduces the need to travel and is sustainable over the future. The A highest standards of design will be required so as to bring about an urban renaissance in this part of London. In order to be more sustainable the council will expect new development to employ best practice in terms of encouraging sustainable urban

drainage, and energy efficiency, for example using recycled building material, the orientation of buildings to make use of solar power and high standards of insulation. Buildings and spaces should be designed so that they are accessible by all, including those with disabilities and those caring for children or the elderly and take into account crime and the fear of crime. Proposals will need to demonstrate that there are safe and convenient connections for pedestrians, cyclists and buses between different parts within the area and to connect with the surroundings, and that these routes are clearly delineated.

1.14a The Brent Reservoir is a SSSI and is located adjacent to West Hendon, sharing a 1.5 km section of its boundary with the regeneration area. It was formed in 1835 by the damming of the river Brent and its unusual 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. Areas of nature conservation interest should be protected and opportunities taken to create new habitats for wild life colonisation and recognise the area's biodiversity. In areas of nature conservation interest, development will also include proposals that contribute to extending and protecting the area's biodiversity and take opportunities to create new habitats for wildlife colonisation (See Policy O16 of the Revised Deposit UDP with regard to legally protected species). The nature conservation and amenity value of Brent River should be enhanced where it is in an open concrete channel has been culverted, with regard to advice from the Environment Agency. There must be no building within 8 metres of the brink of the river Brent. Development will only be acceptable in floodplains where issues of flood risk have been addressed, in line with PPG 25, and both environmental and ecological mitigation has been agreed with the Environment Agency. This may include providing more flood water storage outside the floodplain. The council would welcome the application of the innovative

sustainable principles of Millennium Villages.

Policy C 4

The council will seek to ensure that development is sustainable in the short and long term. Permission will be granted for development that:

- A) In terms of design, layout and materials is resource efficient and takes account of the needs of all those using the buildings, spaces and routes; and**
- B) Retains, creates or enhances urban spaces that contribute to the safety, character, nature conservation and leisure uses of the pedestrian and cyclist network of the area.**
- C) Ensures the restoration and enhancement of the river Brent and its river corridor 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 site of special scientific interest will not be permitted.

Existing town centres

1.14b Cricklewood, a district centre, and West Hendon, a local centre both suffer from the adverse effects of traffic on the main road (A5) and have higher proportions of vacant shops than many other centres in the borough. They do, however, provide a variety of services to local people and function as part of a network of 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 centre. The Development Framework for the wider regeneration scheme will need to demonstrate economic, social and environmental benefits to these two centres, for example, by providing appropriate training, town centre management, more attractive physical environment and improved public transport.

Policy C 5

The council will seek to maintain and enhance the vitality and viability of **Brent Cross**, West Hendon and Cricklewood town centres. **Retail development and other major trip generating uses will not be permitted in areas outside these centres as defined on the Proposals Map. Proposals for the development of new retail and other key town centre uses will be considered in accordance with policies TCR1, TCR5 and TCR7.**

New Town Centre

- 1.15 The regeneration of the area provides an opportunity for the transformation of Brent Cross 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 shopping centre has the support for expansion under RPG3, subject to public transport improvements. However, it does not have the diversity of uses necessary to be defined as a town centre in accordance with PPG6. Consequently, any retail expansion will have to meet the tests of PPG6 and subsequent ministerial statements by establishing that there is a need for the development. The council considers that the benefits provided through regeneration of this part of north London justify additional retail floorspace, the amount of which must be determined through testing the viability of the regeneration of the wider area and impact on the hierarchy of existing town centres in the sub-region. This will be achieved through the preparation of a Development Framework, adopted as Supplementary Planning Guidance by the council.
- 1.15a To create a town centre requires a rich texture of facilities and activities to be accessible to residents in a pedestrian-friendly environment. A mix of uses will be expected on different floors on individual sites as well as over the area to create a synergy. The key components of the new town centre must include improved public transport access, a mix of uses including

residential, businesses, a greater variety of shops and services, leisure, sports facilities, restaurants, hotels and community facilities (including primary healthcare facilities) as well as the additional retail floorspace. The regeneration scheme will create a major town centre with improved public transport access, a greater variety of shops and services such as leisure, restaurants, hotels and community facilities, additional retail floorspace, and a mix of uses including residential and businesses. A minimum of 5,000 jobs (including in office development) will be required to be created in the new town centre to the year 2016.

Brent Cross will then be able to develop an evening economy that will improve the vitality and viability of the new town centre that will include development south of the North Circular. However, in order to maintain an attractive centre, the ground and first floor of the existing floorspace will remain primarily in retail use (Use Class A1). Outside the primary area, a greater mix of uses will be encouraged, including on upper floors. As a result of the development, the council considers that Brent Cross will perform the function of a major town centre serving a catchment area wider than the borough. There will be a mix of convenience and comparison shopping totalling more than 50,000 square metres, and a variety of leisure and entertainment uses.

- 1.16 The Development Framework will be required to propose an urban design solution to transform the existing inward looking, single use shopping centre into the core of a vital and viable 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 the new bridge over the North Circular that 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 includes 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 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. The mix of uses proposed will be able 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 C 6

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:

- 1. The need for additional floorspace being justified by the regeneration of the Cricklewood, West Hendon and Brent Cross Regeneration Area as defined on the proposals map and supported by the results of a retail impact assessment;**
- 2. The provision of a broad range of uses, to include homes, business units, leisure, entertainment, restaurants, hotels, community facilities and open space, in a pedestrian-friendly environment;**
- 2.3. The provision of significantly enhanced public transport improvements;**
- 3.4. The provision of enhanced pedestrian and cycling links to the surrounding areas;**
- 4.5. Significant improvements to the setting and environment of the centre;**
- 5.6. Measures to encourage residents, shoppers and employees to access the centre by means other than by private car; and**
- 6.7. Floorspace within the primary frontage as defined on the proposals map being predominantly class A1 uses.**

Transport

1.17 The unique characteristic of the site is the relationship between the railway land 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 including the North Circular Road and existing residential roads in the area and demonstrate to the council how these are to be mitigated. A new passenger station should be provided to the satisfaction of the Strategic Rail Authority (SRA) that will promote a significant incentive for people working in the area or visiting shops, community leisure and sports facilities to use public transport. ~~The A~~ station will need to provide a safe and convenient interchange between train and bus passengers and include high quality cycle parking. The operational, technical and commercial viability of the railway station will be considered in consultation with the SRA. 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 new station must be linked to the Brent Cross bus station by a Rapid Transport System, (RTS), so those shoppers who have access to this rail line are encouraged to travel by train rather than car. ~~The RTS will be included in the new bridge over the North Circular that will include tracks for cyclists, pedestrians, buses and cars.~~

1.18 The area is bounded and bisected by major transport routes which limit free movement into and across the area. It is essential that adequate facilities are provided to ensure that the requirements of Policy M1 in the Movement chapter are met. It is ~~is also~~ 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 frequency and extending in partnership with Transport for London and bus

~~operators~~-. The improved public transport accessibility of the area is a prerequisite of major development.

- 1.19 The site has strategic opportunities for ~~the development of~~ maintaining and increasing rail freight to serve north London and 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 and that the adverse effects of noise pollution is mitigated. This freight facility will bring significant environmental benefits to the borough, London and beyond, by reducing the number of lorries on the road. ~~-The Strategic Rail Authority will be an important consultee to ensure rail freight facilities are developed satisfactorily. Road access to the rail freight facility 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 is not affected adversely.~~
- 1.20 One of the important uses of the area that relates to rail freight is the existing waste transfer station. ~~and~~ the operational needs of a replacement must be accommodated to the satisfaction of ~~enable~~ the North London Waste Authority to meet both its Statutory Best Value performance standards for households 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 is not affected adversely.
- 1.20a The SRA 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 these facilities in discussion with the Strategic Rail Authority.

Policy C 7

~~Permission~~ The Development Framework for the Regeneration Area will not be approved and/or Masterplans will not be granted by the council unless all of the following measures are included the following are provided through conditions and/or section 106 agreements:

- A) ~~Improvements to the road network that meet the requirements of Transport for London and the Highways Agency as appropriate; 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;~~
- B) ~~Two new vehicular bridges, one across the North Circular Road, and a second across the railway to Edgware Road;~~ Sufficient transport links to and through the development. In particular, this should include at least one vehicular link across the North Circular Road and one vehicular link crossing the railway to Edgware Road;
- C) ~~A new railway station at Cricklewood, linked by a rapid transport system to Brent Cross bus station; A new railway station at Cricklewood integrated with facilities for other public transport services and key trip generating sites within the development by a rapid transport system. The integration should include the Edgware branch of the London Underground Northern Line;~~
- D) ~~A new bus station at Brent Cross, north of the North Circular with associated improvements to the local bus infrastructure;~~
- E) provision of an enhanced, viable rail freight transfer facility at Cricklewood for use by businesses in London and the South East region ~~Retention or replacement of a viable freight transfer facility at Cricklewood for use by businesses in the sub-region and the waste transfer station;~~
- F) provision of an enhanced waste

transfer station serving north London; and
F)G) Priority measures for access disabled persons, to pedestrians, buses and cyclists are incorporated throughout the regeneration area.

Policy C 8
The council will apply the following maximum car parking standards to development in the regeneration area:
Housing - 1 space per unit;
Business - 1 space per 200 sq. m.;
Retail and leisure within Brent Cross town centre as defined on the proposals map - no further car parking;
Retail in Cricklewood and West Hendon town centres - 1 space per 50 sq.m. ;
Hotels - 1 space per 4 per 2 bedrooms;
Cricklewood railway station, (existing and new) - pick up and set down only

Housing and community development

1.21 The area includes some residential development and is surrounded by housing in Barnet and adjoining boroughs. A significant proportion of the regeneration scheme should provide additional housing. The provision of a minimum of 5,000 homes will be required up to 2016, not including proposals for West Hendon. The Development Framework will guide form of uses over the Cricklewood/Brent Cross area. It is the policy of the borough to require a mix of housing tenure and type 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 as set out in the housing chapter (of the UDP). The council will develop SPG on site specific details relating to housing and mixed use development so as to provide guidance and information to developers and residents. 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. It is therefore possible that some housing is provided with little or no car parking as long as arrangements are made to ensure that future occupants do not park cars in nearby streets. Developers will be encouraged to explore the opportunity of including live-work units. Housing areas must have safe and convenient access to formal and informal open space 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.

Policy C 9
The council will grant planning permission for a minimum of 4,0005,000 units of housing homes within the Cricklewood/Brent Cross area between 2003 and ~~2013~~2016. A mix of housing will be required in order to meet the needs of the borough and neighbouring boroughs as follows:
A) Affordable housing including key worker housing;
B) Wheelchair access and lifetime homes standards; and
C) Sheltered housing

Employment

1.22 The regeneration area contains a variety of existing employment, including the council owned industrial estate located in Claremont Road and Cricklewood Sidings, in the Brent Cross shopping centre and the local centres of Cricklewood and West Hendon, in businesses found along the main roads and at the waste transfer station. It is the aim of the council to improve opportunities for people living in the borough by encouraging a thriving economy. The council, in line with the London Development Agency's strategy will support new enterprises and ensure that there is the physical infrastructure in place in the right locations to promote sustainable economic development. Social

enterprise is also encouraged. The Cricklewood, West Hendon and Brent Cross area will provide an ideal location for business development and contribute to the regeneration of the wider area. The council wishes to encourage different types of employment and self employment, including offices, high technology, incubator units and managed workspace, and and B2 use industry that takes advantage of rail freight and the materials recycling facilities. 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 that business. In order to encourage journeys to work to use means other than the car, the maximum car parking standards set out in Policy C8 will apply. The reasoned justification to Policy C6 gives a guideline of 5,000 jobs to be created in the new town centre.

Policy C 10

Planning permission will be granted for the following employment uses within the designated part of the regeneration area as defined on the proposals map as employment and mixed-use land the council will require the provision of:

- A) Rail Freight transfer facility with associated uses;
- B) Business (class B1), industrial (class B2) and warehouse uses (class B8); and
- C) 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 proposals.

Implementation

- 1.23 Development of the regeneration area will take place over a period of ten to fifteen years. It is important that the infrastructure is in place to support subsequent development and this will be addressed in the outline planning permission a future Development Framework and Masterplans. The outline application must therefore demonstrate the sequence of development and the means of financing the economic, social and environmental regeneration of the area.
- 1.24 The council will negotiate with developers in order to secure resources to finance the necessary infrastructure, amenities and facilities and other planning gain that result from the regeneration of the area. This may be secured through the use of planning conditions or section 106 agreements attached to planning permissions in the area. The council will take into account the effects on the wider area, including neighbouring boroughs and may use its compulsory purchase powers to enable comprehensive development to proceed.
- 1.25 Progress in achieving the regeneration of the area will be monitored by the council and results will be published. If there are significant changes in circumstances, such as to London's economy or the community's needs, government guidance or the Mayor's London Plan, this chapter will be revised.

Policy C 11

The council will ~~negotiate with~~ 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 integrate it with the surrounding areas; ~~These may be secured through the use of planning conditions or section 106 agreements attached to planning permissions for the site. Obligations may include provision for or contributions to:~~

- Transport infrastructure and improvements;
- Town centre initiatives;
- Employment and access to work

initiatives;

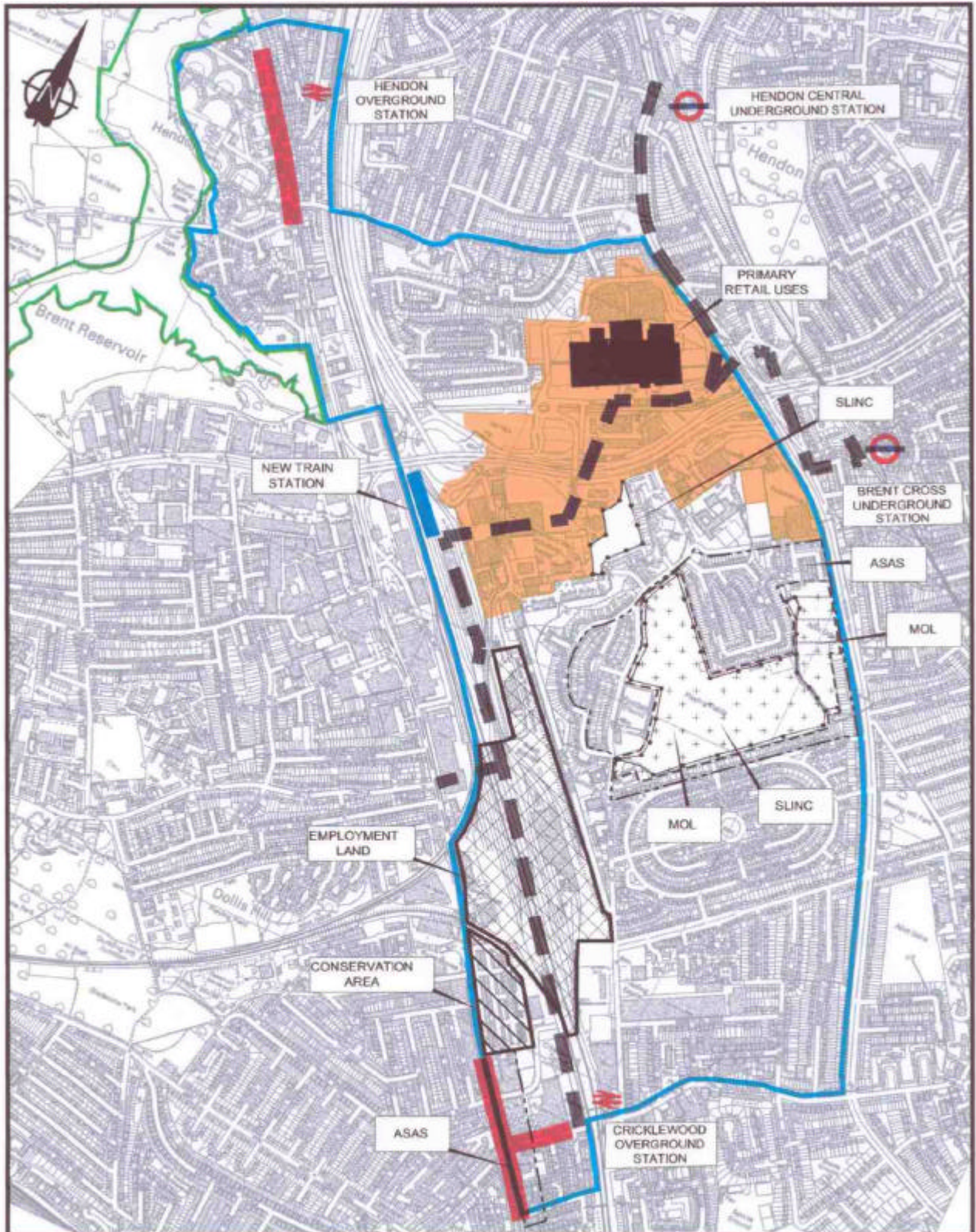
- **Affordable housing;**
- **Community facilities;**
- **Education facilities;**
- **Health facilities;**
- **Environmental schemes.**

Additions to glossary












SPATIAL STRATEGY: A general strategy for an area covering broad concepts and land uses in two dimensions, which the Cricklewood, West Hendon and Brent Cross chapter seeks to provide.

DEVELOPMENT FRAMEWORK: A strategy setting out the basic structure of the mixed uses, that may be in three dimensions, covering land parcels, phasing of development, linkages, component uses, open space, urban design, delivery mechanisms (section 106 agreements and planning conditions), parking and the methods of consultation and neighbourhood management. The detail of these will be devolved to Masterplans.

MASTERPLAN: A detailing of the Development Framework as a planning application, or as accompaniment, implementing urban design to the highest standard, dealing with the coverage of building lines, scale and height, materials and the public realm (for pedestrians it would include street furniture and activities).



AMENDMENTS TO PROPOSALS MAP OF UDP JANUARY 2003

- | | | | |
|---|---|---|---|
|  | Regeneration Area |  | Conservation Area |
|  | New Town Centre |  | Rail Related Employment and Mixed-use Land |
|  | Rapid Transport Link & Improved Public Transport (Indicative) |  | Metropolitan Open Land (MOL) |
|  | New Train Station |  | Sites of Local Importance for Nature Conservation (SLINC) |
|  | Existing Town Centres |  | Areas of Special Archeological Significance (ASAS) |
| | |  | Site of Special Scientific Interest |

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