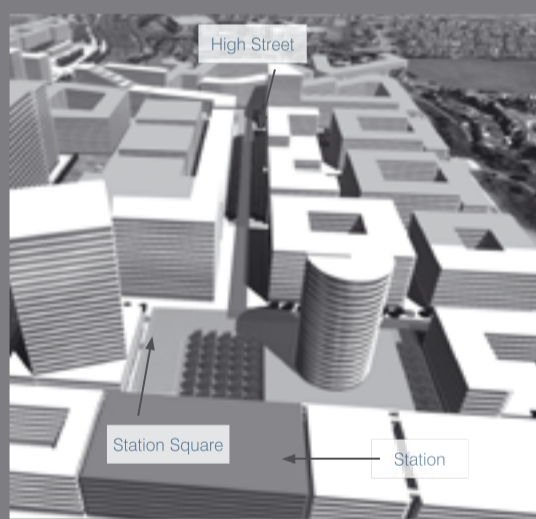


Cricklewood, Brent Cross and West Hendon

REGENERATION AREA DEVELOPMENT FRAMEWORK



SUPPLEMENTARY PLANNING GUIDANCE

DECEMBER 2005

The Technical Team

London Borough of Barnet
Greater London Authority
Transport for London
EDAW
Allies & Morrison
Building Design Partnership
CB Richard Ellis
RPS
GVA Grimley
WSP Group
Steer Davies and Gleave
Scott Wilson
Faber Maunsell
Donaldsons
Macgregor Smith
Hunt Dobson Stringer

If you would like information in another language or format, please ask us.

English

Nëse dëshironi të merrni informacion në një gjuhë apo format tjetër, ju lutemi na pyesni.

Albanian

যদি আপনি এই ডকুমেন্ট অন্য ভাষায় বা ফরমেটে চান, তাহলে দয়া করে আমাদেরকে বলুন।

Bengali

如欲索取以另一語文印製或另一格式製作的資料，請與我們聯絡。

Cantonese

اگر این اطلاعات را به زبانی دیگر و یا در فرمتی دیگر میخواهید لطفاً از ما درخواست کنید

Farsi

Eάν θέλετε πληροφορίες σε άλλη γλώσσα ή σε άλλη μορφή, επικοινωνήστε μαζί μας.

Greek

જો તમને માહિતી બીજી ભાષા અથવા રચનામાં જોઈતી હોય તો, કૃપા કરી અમને વિનંતી કરો.

Gujurati

यदि आपको सूचना किसी अन्य भाषा या अन्य रूप में चाहिये तो कृपया हमसे कहे

Hindi

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Mandarin

Jeżeli chcieliby Państwo uzyskać informacje w innym języku lub w innym formacie, prosimy dać nam znać.

Polish

ਜੇ ਇਹ ਜਾਣਕਾਰੀ ਤੁਹਾਨੂੰ ਕਿਸੇ ਹੋਰ ਭਾਸ਼ਾ ਵਿਚ ਜਾਂ ਕਿਸੇ ਹੋਰ ਰੂਪ ਵਿਚ ਚਾਹੀਦੀ, ਤਾਂ ਇਹ ਸਾਥੋਂ ਮੰਗ ਲਓ।

Punjabi

Молимо вас да нам се обратите ако желите да добијете овај документ на неком другом језику.

Serbian

Haddii aad rabtid in warar lagugu siyo hab luuqadeed o kale, fadlan na soo waydiiso.

Somali

Türkçe bilgi almak istiyorsanız, bize başvurabilirsiniz.

Turkish

اگر آپ کو معلومات کسی دیگر زبان یا دیگر شکل میں درکار ہوں تو برائے مہربانی ہم سے پوچھئے۔

Urdu

London Borough of Barnet
Strategic Development Unit
North London Business Park
Oakleigh Road South
LONDON N11 1NP
Telephone 020 8359 7285

Foreword

Cricklewood has for a number of years been recognised both at strategic and local levels as requiring regeneration. My London Plan acknowledges this and sets out an ambitious policy development programme to allow significant redevelopment of this important North London sub-regional area with the unique challenge of integrating the existing out-of-centre Brent Cross shopping centre to create a new town centre. The 1970s Brent Cross shopping centre, although commercially successful, has historically been isolated from the surrounding areas and is now in need of recreating itself, providing a much wider range of uses and being fully integrated with its surroundings. My vision of a new town centre at Cricklewood/Brent Cross seeks to ensure that the commercial and economic success of Brent Cross has wider benefits locally and sub-regionally in a more sustainable manner.

This Development Framework represents the fruitful co-operation of both public and private sectors. The close working of local and strategic government between Barnet Council and myself recognises the importance of this development project at both local and sub-regional levels; its scale and the complexity of the potential development proposals and the time period over which it is being planned. The 20-year period that the Framework seeks to cover means that this document must, of necessity, include an in-built flexibility whilst ensuring robust and rigorous tests to capture up-to-date policies and best practice methodologies as well as ensuring good design and high quality buildings. To this end, the Framework establishes strategic design principles, thereby ensuring the delivery of the sustainability agenda that is at the core of national and strategic planning policy.

I am happy to be a partner in this exciting project and to adopt this Development Framework as an Opportunity Area Planning Framework to my now published London Plan. I anticipate that this development framework will provide the necessary guidance and confidence for the private sector to provide and secure the financial investment to deliver the successful and sustainable development of these important brownfield sites.

Ken Livingstone
Mayor of London

The Cricklewood, Brent Cross and West Hendon Regeneration Area is ready for change.

Several years ago, it became clear to the Council, the Greater London Authority, landowners and developers that this was a major opportunity for investment in sustainable development that will meet the needs of generations of Londoners'.

To bring about this change, the Council and the Greater London Authority adopted a unique partnership approach with the key stakeholders to devise this Development Framework. 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 Development Framework. The Council is committed to ensuring that the local community continues to be involved. This is just the beginning of a dialogue that will lead to the regeneration of this area. The Framework will help manage the implementation of significant development that it describes, but will also ensure that, over time, the area will function and the local community will experience maximum benefit from development proposals.

When implemented, the Framework will create a new and exciting environment in this part of Barnet. The heart of this urban area will be a new town centre with major new shopping and leisure development as part of a comprehensive mix of land uses. Up to 10,000 new homes, built using the latest available technology will provide high quality accommodation for the future population. A commercial district set within the public realm will provide places of employment for local people and newcomers to the area. The area will be accessible and will benefit from a range of community initiatives, including new schools and primary health care facilities. Significant improvements to the public and private transport infrastructure are proposed including a new station, a new bridge across the A406 North Circular Road, and better connections to Brent Cross station.

My predecessors 40 years ago had the vision to support the concept of the Brent Cross Shopping Centre. I am pleased to be able to follow in their footsteps and to commend this Development Framework which will set high standards to create this new sustainable environment.

Councillor Brian Salinger
Leader of the Council

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1 Introduction

Taking the Initiative

The London Borough of Barnet (the Council) and the Greater London Authority (the GLA) have identified the Cricklewood, Brent Cross and West Hendon area as a major opportunity for regeneration in the borough over the next twenty years. The Council is seeking to promote this area to take advantage of its strategic location in north London.

The Council has confirmed its support for the area by including a chapter within the Unitary Development Plan expressly devoted to enabling the regeneration of Cricklewood, Brent Cross and West Hendon to be delivered. In July 2004, the Framework was endorsed by the Mayor of London as an Opportunity Area Planning Framework to the London Plan. Brent Cross Shopping Centre is defined as a regional shopping centre.

The GLA and the Council jointly promote and endorse the establishment of a new town centre to facilitate and underpin the regeneration of the area defined by this Framework.

Creating a Sustainable Development

To take things forward, the Council appointed a team of designers led by consultants, EDAW, to prepare a comprehensive plan for the area. The plan, called a Development Framework, is described in this document.

The Framework has been prepared in collaboration with landowners and developers and their supporting technical teams. The principal stakeholders are Hammerson & Standard Life; Multiplex; Cricklewood Regeneration Ltd; and Metropolitan West Hendon.

The Greater London Authority and Transport for London have provided inputs into the Framework which seeks to provide the strategic context for decision making by the Council.

The Area of Opportunity

The boundary of the regeneration area is defined by the A5 Edgware Road in the west, and the A41 Hendon Way in the east. Hendon Station is the northern most point and the A407 Cricklewood Lane is the southern most point. The Midland Mainline Railway passes along the western edge of the area, with Hendon and Cricklewood stations located at the northern and southern extremes respectively.



Figure 1: Regeneration area boundary

- Key
- Regeneration Area
 - Ⓢ Underground Station
 - Ⓢ Rail and station
 - Eastern lands

The London Underground Northern Line runs to the east, with stations at Brent Cross and Hendon Central in close proximity. The regeneration area includes the Brent Cross Shopping Centre and the local centres of Cricklewood, and West Hendon where the boundary is broadly defined by the Welsh Harp Reservoir. The regeneration area also includes the Eastern Lands, an area of land featuring the Whitefield School, Mapledown School and Whitefield Estate.

The regeneration area covered by the Development Framework is shown on Figure 1.

The area has been the subject of a number of proposals for the redevelopment of the land known as Cricklewood Railway Lands and Brent Cross. A large volume of background material and earlier reports have been updated and reviewed as part of the process of producing the Framework, including the Cricklewood and West Hendon Community Regeneration Initiative that took place in 1997. As part of the preparation of the Framework, a number of events have taken place to engage the community in the process. These have included public exhibitions, questionnaires and a series of focus groups during June, July and October 2003, to debate and test the principles described in the Framework. The draft Development Framework was the subject of public consultation in early 2004.

The Development Framework adopted in April 2004 included the area of the Eastern Lands but did not give a detailed schedule of site specific potential uses. In July 2005 the Council consulted on an Addendum to the Development Framework to identify future development uses for the Eastern Lands. The proposals were adopted by the Council in December 2005 and the Eastern Lands now features as a character area in the Development Framework.

Structure of the Development Framework

The primary aim of the Development Framework is to guide and inform the physical aspects of development with a view to bringing about a high quality cohesive environment, not just a collection of individual buildings.

The Development Framework will serve as a working document to guide developers and prospective purchasers and investors in the creation of detailed development proposals. It is intended to facilitate innovative and creative proposals in the spirit of the overall vision and provide a coherent planning and policy context for all future planning applications.

The Framework has the status of Supplementary Planning Guidance. Development proposals will need to be in accordance with it if they are to be supported by the Council.

The Development Framework describes amongst other things:

- future land uses, quantum of development and activities
- transport improvements
- improvements for pedestrians and cyclists

- types of buildings and what they may look like
- public open spaces, streets and play spaces
- the management and maintenance of the area
- how the framework will be built and delivered
- likely timescale for change

The Framework describes the concept of a new town centre which is illustrated in relation to the London Plan on Figure 2. The boundary of the new town centre is defined within the Council's Unitary Development Plan.

The Development Framework comprises the following principal elements:

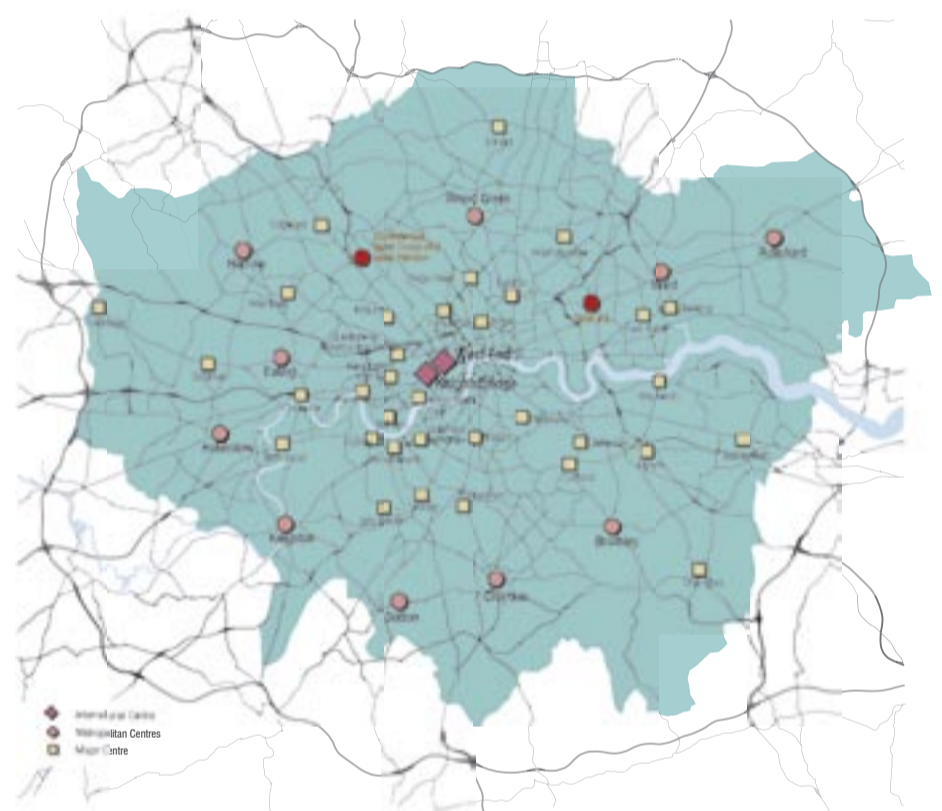


Figure 2: Town centres identified in the London Plan in relation to the Framework

- Development Framework plans which establish the strategic design principles and define the structure, urban form, function and movement patterns within the area as a whole and its relationship to surrounding neighbourhoods and communities.
- Area design guidelines which relate directly to character areas identified within the Framework and consider, in more detail, the relationship between the built form and the public realm.
- Guidelines on the way forward which refer to principles of implementation and delivery, including phasing. Future Supplementary Policy will develop these principles in detail as part of a comprehensive delivery strategy.

2 The Vision



Figure 3: Aerial view of the town centre north

The vision is 'to create a new gateway for London and a vibrant urban area for Barnet'.

A New Town Centre

The regeneration area will be the heart of a new mixed use development and provide a new town centre for Barnet. The new town centre will be developed on both sides of the A406 North Circular Road, along a new High Street.

Some radical alterations to the existing Brent Cross Shopping Centre are required.

Existing surface car parking will be consolidated into multi-storey and/or underground car parking and existing highway infrastructure will be rationalised. The River Brent will be realigned further to the south to create a new urban river as well as providing more flexible opportunities for development. The existing Brent Cross Shopping Centre will be integrated with new uses, creating an outward looking development based around a new network of streets and squares. The existing internal malls will become an integral part of the wider street network, allowing uninterrupted pedestrian movement into and through the development.

A new mix of uses will be introduced, attracting people to the area throughout the day and evening and creating a vibrant new destination.

The new High Street on the north side of the A406 North Circular Road will be an open air, car free environment. New shops will complement and add to existing ones. There will be an emphasis on lifestyle shopping, such as homewares, books, music and fashion. Potential exists for residential apartments to overlook the new High Street.

A New Commercial District

The High Street will cross the A406 North Circular Road over a new bridge to a major new commercial district, located close to a new railway station. 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 the buildings in the new commercial district will be high buildings. The new buildings will be of the highest architectural quality and built to the highest sustainability standards. They will act as physical, social and economic markers to the borough and London.

The employment potential of the area is enormous: on completion there will have been over 20,000 jobs created in offices, media, IT and construction. The size and complexity of the development means that there will be a requirement for a wide range of services from landscape gardening and building maintenance to hospitality and catering. The jobs will be for local people and for new people moving into the area. Training schemes will be offered to help local people access these opportunities.

A Sustainable Community

In the region of 10,000 new homes, for about 20,000 people will be built using the latest thinking and technology in the design of modern homes. Some of these will be affordable and will be spread across the regeneration area for local people and key workers such as police, nurses and teachers. There will be a range of apartments and houses, providing choice and quality for everyone. All new homes will have direct access either to communal open space such as courtyards or to a private terrace or balcony. Family homes will have their own private gardens, large terrace or balcony. These principles will apply also at West Hendon, where the current housing which is of a poor standard will be replaced with a range of new high quality accommodation to meet the demands of a variety of lifestyles, creating a more balanced and sustainable community. Residents will benefit from the significant enhancement of the surrounding open space and waterside environment and from the range of services offered by the vibrant new local centre at West Hendon Broadway, with improved links to Hendon Station.



High Quality, Useable Green Open Space

A new park will be created alongside Brent Terrace providing play areas and gardens. Clitterhouse Fields and Claremont Park will be improved and Clarefield Park will be reprovided with input from the local community, to create better sports pitches, gardens, areas for children's play, and new footpaths and cycle paths. A new riverside walk along the River Brent will be established, along with improved access to the Welsh Harp Reservoir whilst respecting its special nature. At West Hendon, a new York Park will be created to provide open space better suited to residents' needs, with links through to a new civic square and The Broadway.

New town squares will provide the setting for high quality architect designed buildings and offer places to sit and relax including the new Market Square, on the south side of the A406 North Circular Road around which a number of these land uses will be concentrated to ensure that the Square is vibrant and well used.

Streets and Routes for Pedestrians and Cyclists

The High Street, as a major new street, will provide a high quality setting for buildings and is the key organising element of the plan. It will integrate the areas to the north and south of the A406 North Circular Road. Throughout the development, traditional street patterns will be established.

The A5 Edgware Road and the Midland Mainline Railway are strong, existing physical barriers. A new bridge will overcome the effects of this, enabling existing and new communities to be connected together.

Specific routes for cyclists and pedestrians will be created throughout the area including a new pedestrian route that will link the High Street and Market Square to the Brent Cross Underground station. These public areas will be maintained to a high standard.

Quality of Life

Improvements or additions to existing facilities as part of the creation of a sustainable community are proposed within the Framework. These could include, crèches and nurseries, a multi-faith centre, health facilities and doctors' surgeries, and space for arts, sports and cultural facilities. There will be places for people to meet and there is an opportunity to establish a lifelong learning centre.

Freight and Waste

A new freight facility will be established to ensure that there is adequate capacity to move consumer goods by railway. The new facility will be connected to the West Coast Mainline and will be easily reached by Channel Tunnel freight trains.

A new waste handling facility will be provided. The facility will be railway linked and will provide opportunities for recycling for local residents and the sustainable disposal of waste.

Accessibility

The transport vision is based on encouraging people to come to the area by public transport. This will be achieved by improvements in the accessibility of the area that will include:

- an additional main line railway station and associated public transport interchange
- a new bus station with modern facilities and improved services
- a high quality transit system from Cricklewood Station to Brent Cross Shopping Centre and Brent Cross Underground Station via the new town centre

Some people will continue to come to the area by car, as they do at the moment and improvements to the highway network and new car parking are therefore proposed. Some of this parking will be underground and some will be on-street car parking or in multi-storey car parks. A traffic management regime will be put in place to control unauthorised car parking. Pedestrian and cycle links will be improved throughout the regeneration area.

Delivery

The Council and the GLA are committed to ensuring that the Framework is a deliverable solution with measurable benefits for everyone. It is a comprehensive approach to regeneration that embraces implementation on both sides of the A406 North Circular Road concurrently, and encourages the delivery of sustainable development for generations to come.



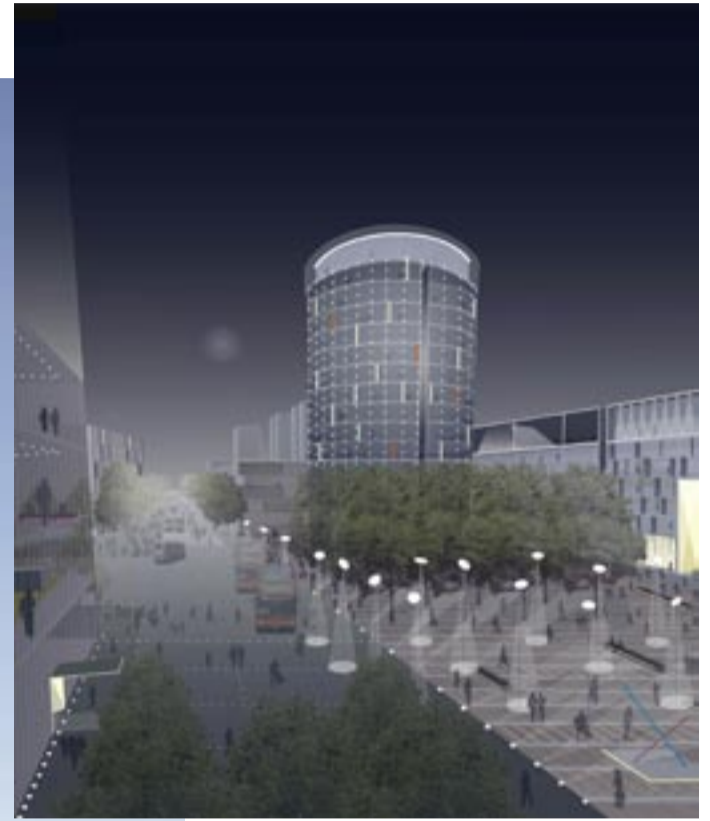


Figure 4: The commercial district

3 The Area Today

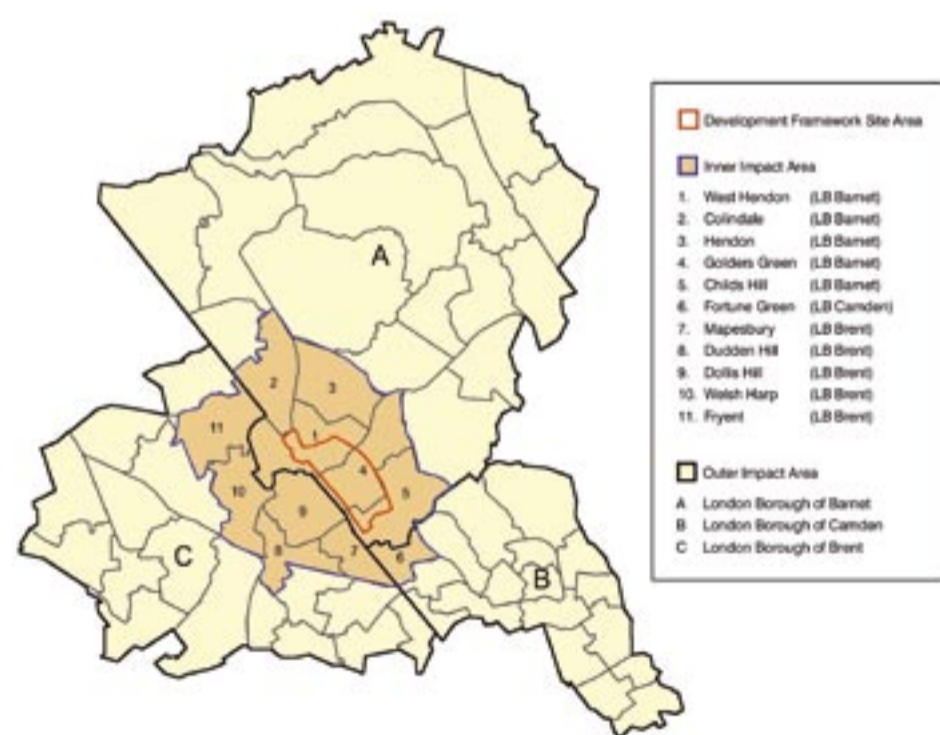
Introduction

This section describes the socio-economic and physical factors that have been considered during the preparation of the Development Framework, as follows:

- Population profile
- Learning and employment
- 'Living well'
- Topography
- Landscape
- Views and vistas
- Built form
- Local shopping facilities
- Infrastructure
- Environmental constraints

Key challenges have been summarised at the end of the section.

The socio-economic characteristics of the Framework have been considered in relation to population profile, learning and employment, and 'living well'. These indicators have been mapped in relation to specific Inner and Outer Impact Zones, which are highlighted below.



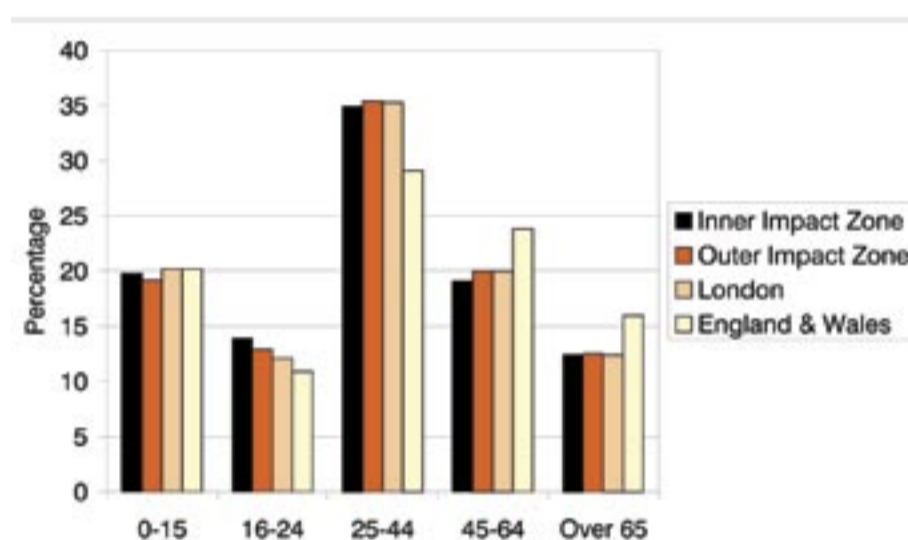
Impact Zones

Population Profile

The population profile theme considers data relating to age, ethnicity and socio-economic groups.

The 2001 Census establishes that the total population of the Inner Impact Zone is 140,321 people. The total population of the Outer Impact Zone is 776,048 which is the equivalent of 10.8% of the population of Greater London.

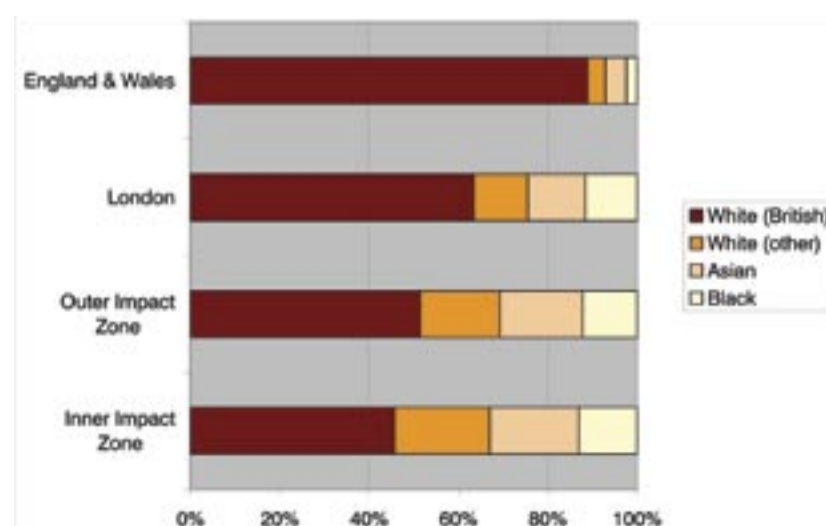
The age profile reflects a relatively young population in the Inner Impact Zone, in particular within the 16-24 age group compared to the overall average for London and England & Wales. The local area also contains a significantly higher proportion within the 25-44 age group than the national average, but a lower proportion over 45.



Age Profile

Source: Census 2001

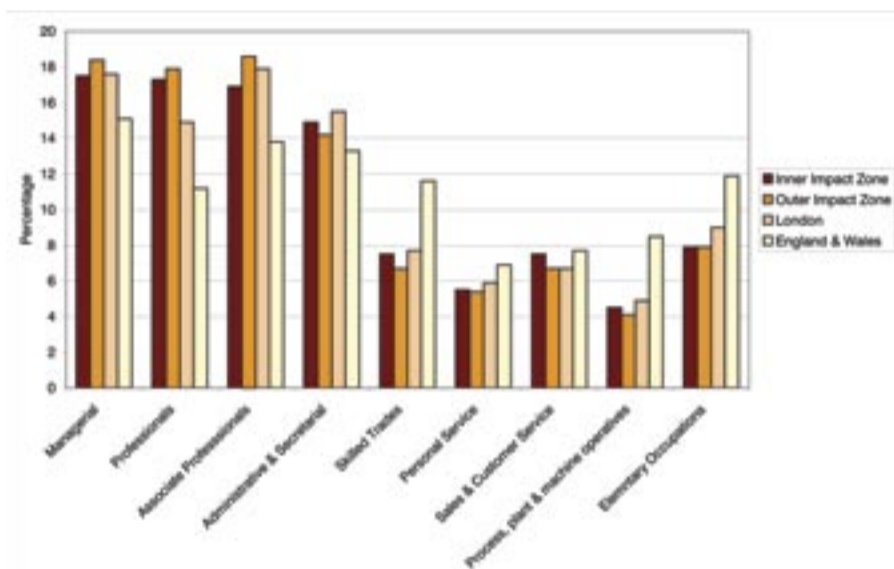
The ethnic profile reflects the multi-ethnic nature of London, with the Inner and Outer Impact Zones having considerably more ethnically diverse population profiles than the regional and national rates. Only 41.7% within the Inner Impact Zone and 47.6% within the Outer Impact Zone are 'White British', compared to 59.8% across London and 87.0% across England and Wales. The impact zones contain a higher proportion of all other ethnic groups than the comparable regional and national rates.



Ethnic Profile

Source: Census 2001

The Inner and Outer Impact Zones contain higher proportions of managers, professionals and associate professionals than the national averages. The impact zones contain significantly lower proportions of people in skilled trades, personal services and plant operatives. The proportion working in sales and customer service positions is high within the Inner Impact Zone compared to the rates across the Outer Impact Zone and London rates, primarily due to the strong retail focus at Brent Cross Shopping Centre.



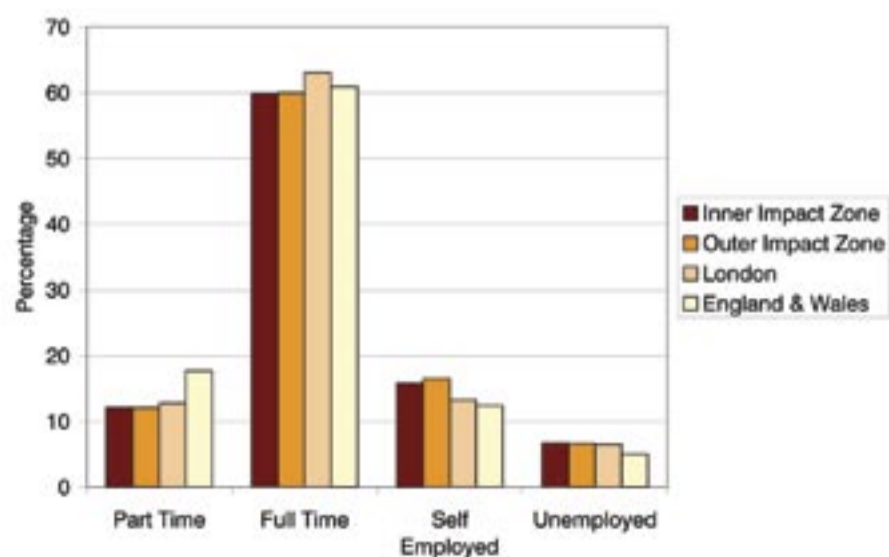
Socio-Economic Profile
Source: Census 2001

Learning and Employment

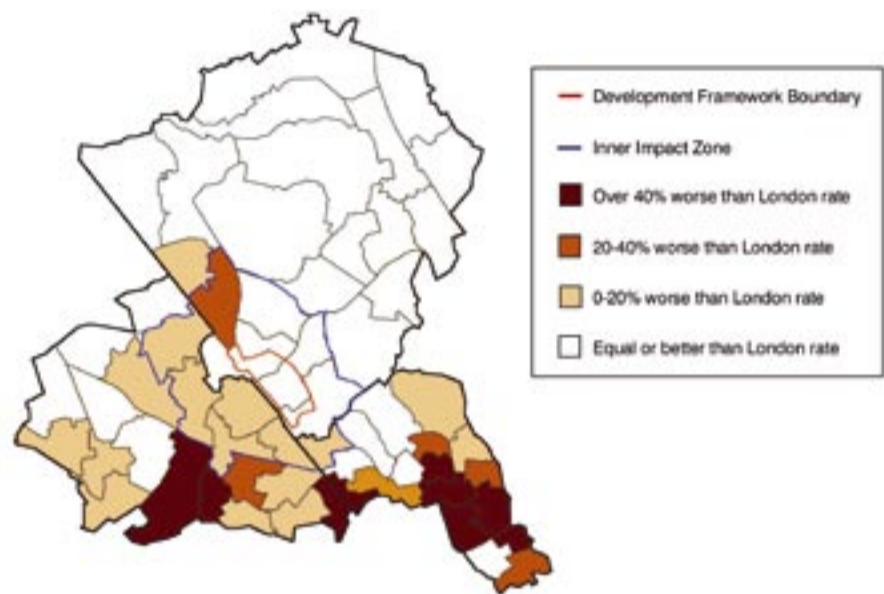
The learning and employment theme considers data relating to the rate of economic activity, unemployment, educational achievement and training.

The Inner Impact Zone contains a total of 74,098 economically active people between the ages of 16 and 74 (66.1%). This is fairly similar to the proportion for the Outer Impact Zone (66.2%), Greater London (67.6%) and England (66.5%).

In terms of the type of economic activity, both the Inner and Outer Impact Zones display a lower proportion of people working full-time than the national rate. There is also a lower proportion working part-time and a higher proportion classified as self-employed than the national rates. In terms of unemployment, the Inner Impact Zone displays an overall rate of 6.7% compared to 5.0% across England and Wales.



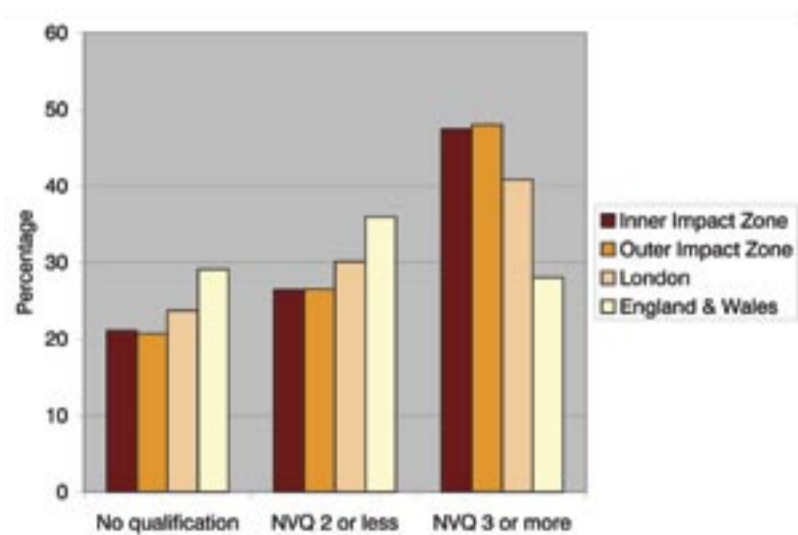
Economic Activity Breakdown
Source: Census 2001



Inner Impact Zone Unemployment Rates (Difference from London Rate)
Source: Census 2001

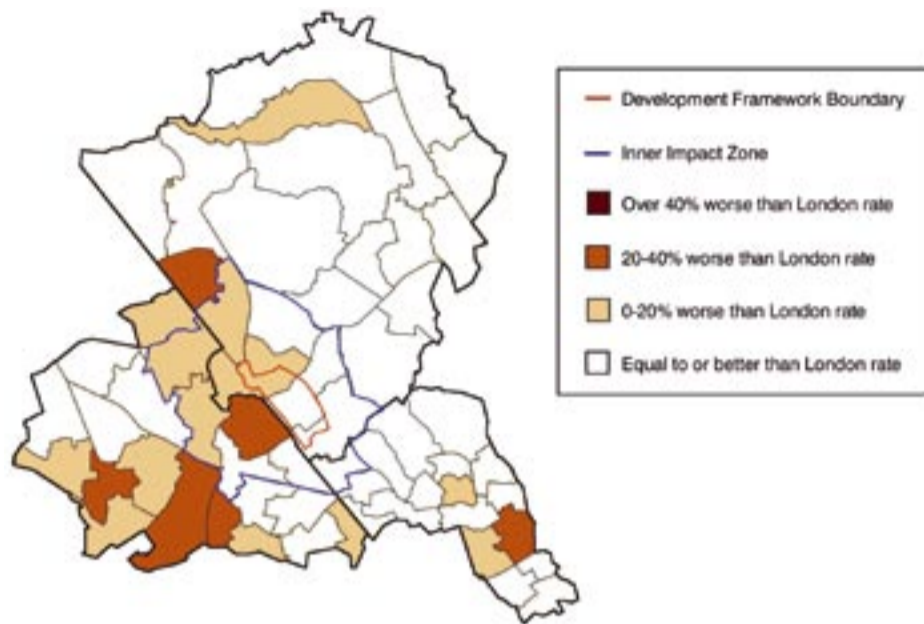
The results indicate that the area suffers from pockets of high local unemployment, with the Inner Impact Zone wards of Fryent, Mapesbury, Dollis Hill, Dudden Hill and Colindale Hill all displaying unemployment rates in excess of the average for London. Across the Outer Impact Zone, severe pockets of unemployment exist in certain wards such as St Pancras and Somers Town which display unemployment rates more than twice that of the London average. Undoubtedly the ward rates themselves mask severe pockets of unemployment within individual wards, with several urban estates being localised unemployment hot-spots.

The Inner Impact Zone displays a lower proportion of people with no qualifications (21.1%) than the average for Greater London as a whole (23.7%) and the national average (29.1%). In terms of those attaining qualifications, both the Inner and Outer Impact Zones contain a lower proportion of individuals attaining NVQ Level 2 or below (Level 2 is equivalent to 5 GCSEs at grade A to C), but a considerably higher proportion attaining Level 3 or above (Level 3 relates to a minimum of 2 A Levels).

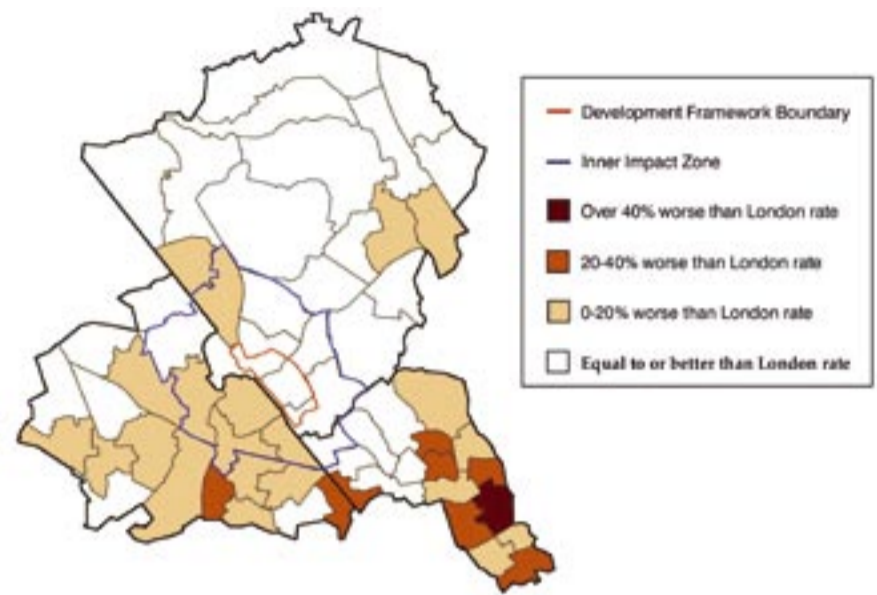


Qualifications
Source: Census 2001

A more detailed analysis in relation to qualifications at a local level reveals that certain parts of the neighbouring urban areas display particular problems in terms of the proportion of the population with no qualifications. The chart below relates the proportion of people with no qualifications to the average rate across London in general, and reveals that areas such as Dollis Hill and Welsh Harp display particular problems with rates of no qualifications of 28.5% and 27.5% respectively compared to a London average of 23.7%.



Proportion with no qualifications in comparison to London Rate
Source: Census 2001

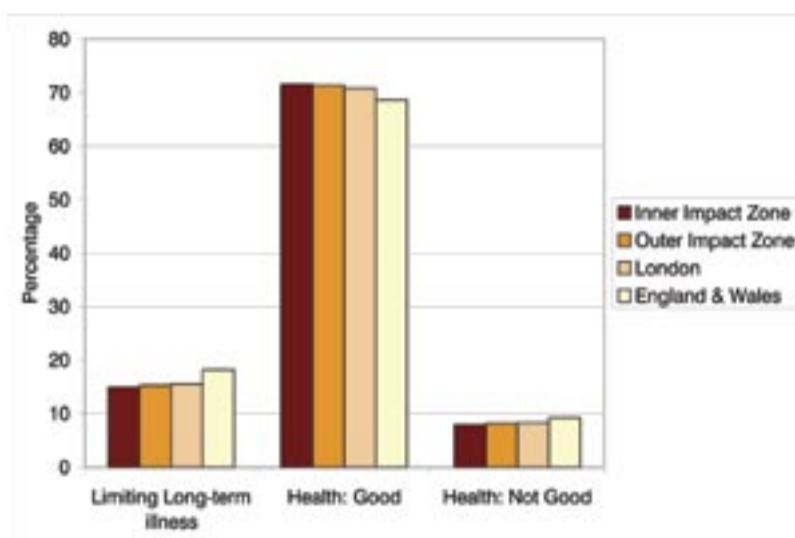


Health 'not good' comparison to London Average
Source: Census 2001

'Living Well'

The 'living well' theme considers data relating to local health characteristics.

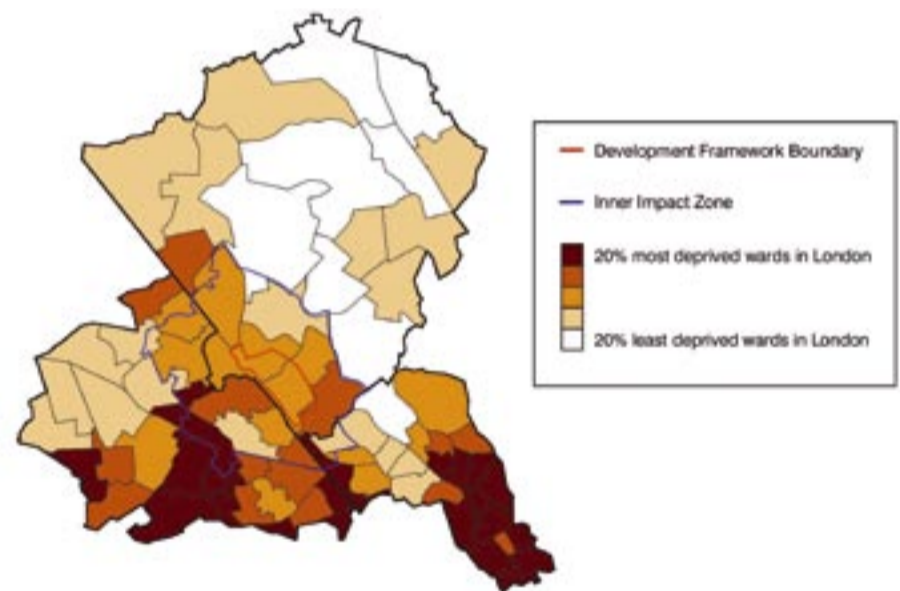
As illustrated below, the local wards in and around the regeneration area tend to display a lower proportion of problems in terms of limiting long-term illnesses in comparison to the average across England and Wales as a whole. A slightly higher proportion at the Inner Impact level classify their health as being 'good', and a lower proportion classify their health as being 'not good'.



Health
Source: Census 2001

Again, relating the proportion of people classifying health as 'not good' across the local wards reveals that specific problems do appear to exist in certain locations.

The Index of Deprivation 2000 (DETR) indicates that most of the (equivalent) local wards within the Inner Impact Zone are all located within the 50% most deprived wards in England, with the majority being within the top 30%. The area is categorised as suffering from more problems of deprivation than average across England. In relation to the levels of deprivation across London, parts of the local area clearly score highly as some of the most deprived within the capital.



Index of Multiple Deprivation (DETR)
Source: Census 2001

This analysis confirms that certain local residential areas contain a proportion of residents trapped in a poverty cycle of low skills and educational attainment, poor health, a high incidence of single person housing and limited prospects.

It is within this context that development proposals for the regeneration area should be considered, in order to deliver an economic future for the area that will be sustainable and assist in addressing the economic weaknesses experienced by some local residential communities.

The regeneration of the area must focus upon providing residents with:

- new employment opportunities
- physical integration and accessibility
- training and educational resources
- an improved living environment
- enhanced health and community support networks
- a safe, attractive environment

Historical Evolution

The majority of the area known as the London Borough of Barnet is underlain by heavy clay and was originally covered in thick forest making it unattractive to early settlers. The Roman route, Watling Street, runs north-south along the line of the current A5, however there is no evidence of major Roman settlements in the area. This and other well established routes, such as the Harrow Road, were particularly important in medieval times providing passable routes through the clay lands. Settlements began to appear along these routes at various periods yet the regeneration area remained rural in character up to the mid to late 19th Century. Agriculture was the main economic activity, with farms located in the area.

The construction of the Finchley Road in the 1820s followed by the Midland Mainline Railway in the 1860s continued the trend of main routes bypassing the area. However, this infrastructure eventually facilitated the spread of Victorian London into the area. Centres grew around train stations at Cricklewood, (then Childshill Station), and Hendon.

The A406 North Circular Road and Hendon Way were constructed in the 1920s. The M1 motorway was the last major piece of infrastructure to arrive, opened in the 1960s to facilitate traffic flow into central London. The consequence in part however, was the severance of the land and the communities along the Edgware or Great North Road.

The regeneration of the area should repair the urban fabric and re-introduce links between existing communities wherever possible.



Figure 5: Historic map 1822



Figure 6: Historic map 1877



Figure 7: Historic map 1902

Topography

Development within the regeneration area has been influenced by its major topographical features illustrated on Figure 8. These include the Brent river valley, high ground at Hendon, and the Cricklewood plateau, with high points around Claremont Road.

The River Brent runs east-west across the northern part of the area. Residential development was initially set back from the river valley due to potential flooding and marshy land. However, the River Brent was dammed creating the Welsh Harp Reservoir, improving marshy conditions along the river and, over time, enabling other uses to be developed such as the Brent Cross Shopping Centre.



Figure 8: Topography

Landscape

Despite large areas of open space and the proximity of the Welsh Harp Reservoir, landscape has a limited visual influence within the regeneration area. The few landscape features of significance are; Clitterhouse Fields, Claremont Park, Millennium Green, the reservoir, and the river corridor. A number of smaller areas of open space exist. However the majority of these are of poor quality at present. The significant landscape features are described below.

Clitterhouse Playing Fields

The largest open space within the regeneration area, the playing fields are bordered by the residential areas of Claremont Road, Pennine Drive Estate, Prayle Grove and some allotments. They contain mown amenity turf playing fields, including four football pitches, a children's playground and a small tributary of the River Brent. This stream flows in an open channel through the park but is culverted through residential areas until it reaches the River Brent. It is poorly maintained and subject to fly tipping with litter and abandoned motorcycles dumped along it.



Brent (Welsh Harp) Reservoir

The Brent (Welsh Harp) Reservoir and the adjoining York Park are 'natural' assets to the whole borough. It is a Site of Special Scientific Interest (SSSI) and a Site of Metropolitan Importance for Nature Conservation. It is also scientifically important for its high numbers of over wintering and nesting wildfowl and the diversity of wetland and marginal plants. The reservoir covers some 51 hectares and parts of it are used for sailing. Fishing and swimming are not permitted.



River Brent

The river runs in a channel east-west across the Brent Cross Shopping Centre. In many areas the water is stagnant and heavily littered. There is currently little access to the river and in most places it is only visible from the many bridges that cross it. The section of the river that runs in front of the shopping centre is edged with a row of trees which obscure the river from view.



Clarefield Park

Opened in 2000, the park covers an area of 2.5 hectares. It is a semi-natural open space for the local community, with facilities for hard-surface sports such as basket ball, a play ground and sitting areas. The landscaped garden area includes species of wild-flower grassland and planted shrubbery as well as a pond to the north of the park.

Millenium Green

The Millenium Green, developed in 2001, sits adjacent to Claremont Road opposite the junction with The Vale. It covers an area of 0.4 hectares and was designed as a small public park with sitting areas. The Green is maintained and managed by the Cricklewood Millenium Green Trust.

Open Space Between Clitterhouse Crescent, Brent Terrace and Claremont Way

A series of small linear open spaces covering approximately 0.9 hectares run along these residential streets. The spaces consist of grassed areas enclosed by hedges and scrub. Paths running through these spaces link Brent Terrace to Claremont Way.

The regeneration of the area should improve existing landscape features and wherever possible, introduce new public open space. The Welsh Harp Reservoir and the River Brent require careful management to balance conservation and ecology with increased public access to these assets.



Views and Vistas

There are several key elements that dominate the internal views. These include; the West Hendon Estate, Whitefield Avenue Estate, Brent Cross Shopping Centre, the Holiday Inn, the railway lands, Clitterhouse Fields and the Welsh Harp Reservoir. The industrial areas and major roads have a significant negative visual impact. These views and vistas are described below and illustrated in Figure 9.



West Hendon Estate to Reservoir

The West Hendon Estate runs along the reservoir banks. At ground level, all that can be seen is the dense vegetation along the banks with only glimpses of the reservoir, although the higher residential buildings have a clear view over the reservoir.



West Hendon Estate from the Broadway

West Hendon's local shopping centre is situated on the Broadway. The West Hendon Estate lies behind this. At various points along the Broadway, including the intersections of Borthwick Road, Ravenstone Road and Perryfield Way, the estate is visible. There are several high buildings that are visible over the Broadway.



Figure 9: Views & vistas

Key

- | | |
|----------------------------|------------------------------|
| Regeneration Area | Clitterhouse Playing Fields |
| Panoramic view | Brent (Welsh Harp) Reservoir |
| View | River Brent |
| Vegetation Screen | Clarefield Park |
| Positive Visual Element | Millenium Green |
| Negative Visual Element | |
| Existing Dominant Building | |

Brent Cross Shopping Centre

The large mass of the Brent Cross Shopping Centre and the surface car parks dominate views from various points within the regeneration area, particularly to the north. From the south of the A406 North Circular Road looking north, the shopping centre also dominates the scene, with the river corridor occasionally softening the view. There is a clear view of the shopping centre from the upper floors of the buildings on Whitehall Avenue and the Holiday Inn Hotel. The shopping centre is visible when travelling along the A406 North Circular Road and Hendon Way.



Railway Lands

The railway lands can be seen from several locations within and around the regeneration area including: residential properties on Brent Terrace, the shop units along the Edgware Road and sections of the A406 North Circular Road. On the southern part of Claremont Road, residential properties back on to the railway itself. Properties in Brent Terrace front the railway, with ground floor levels looking out at the railway boundary fencing and vegetation. Parts of the railway lands are visible from the highest points in the regeneration area including the Holiday Inn Hotel, residential buildings on Claremont Way and Station Road in West Hendon.

Clitterhouse Playing Fields

The view from the north of the Clitterhouse Playing Fields is dominated by the residential buildings on the corner of Claremont Road and Whitefield Avenue and the upper floors of the Holiday Inn Hotel. Medium to low density housing characterises views along the other edges of the park.

Clarefield Park

Views from inside the park are of adjoining industrial areas, the hotel, and traffic on the A406 North Circular Road, all of which have a detrimental effect on the character of the park.



Industrial Areas

The Claremont Way Industrial Estate is set in a small valley restricting views out of the estate but exposing sections of Claremont Way and Clitterhouse Crescent to views of the roof tops of the estate. The residential buildings on Claremont Road, the Holiday Inn Hotel and the junction at Staples Corner all have views of the Industrial estate. There are also small clusters of individual industrial properties dispersed throughout the regeneration area. These include the businesses along the Edgware Road that can be seen from the railway and the Edgware Road. There are small industrial businesses operating in railway arches which can be seen from the junction with the M1 motorway, at Staples Corner.

With the exception of the reservoir, the views in and around the area are poor, especially given the importance of the location of the site strategically as a gateway to London.

The regeneration of the area should create new views of high quality development and public realm befitting of this gateway location.

Built Form

There are a variety of existing buildings in the regeneration area ranging from large box like structures such as the Brent Cross Shopping Centre, industrial parks and bulky goods retailers to suburban residential properties. The larger buildings are harsh and imposing, often in poor condition and tend to be surrounded by car parking with little or no direct relationship to the surrounding streets. The key building forms are described below and illustrated on Figure 10.



Brent Cross Shopping Centre, was developed in 1976 as an inward looking shopping mall. The centre was refurbished and extended in 1995. The majority of the existing building is 2-3 storeys high, surrounded by car parking and the highway network. The shopping centre is a centre for higher order comparison goods typified by fashion outlets and department stores. Some of the main retailers include John Lewis, Fenwick, Marks & Spencer, Boots, WH Smith, Dixons, Mothercare, Russell & Bromley and Benetton.

The Holiday Inn Hotel fronts onto the A406 North Circular Road and is situated within the circular gyratory of Tempelhof Avenue providing access to Tempelhof Bridge. It is 11 storeys high, making it one of the tallest existing buildings in the regeneration area. This, combined with its blue glass façade, makes it a distinctive but not necessarily attractive local landmark. A substantial car parking facility for users of the hotel surrounds the building.

Various bulky goods retail units and superstores are located along the Edgware Road, the corner of Hendon Way, Cricklewood Lane and along the A406 North Circular Road. All of these developments occupy large parcels of land relative to their floorspace with extensive surface car parking facilities. They provide little in the way of urban character, catering for an almost exclusively car-borne clientele.

The Claremont Way Industrial Estate is the only estate of its kind within the regeneration area. It has good access to the A406 North Circular Road, the M1 motorway and rail network. It houses a mix of commercial and light industrial activities, varying from large operations such as a sand and gravel depot, to a waste transfer station. The area is of poor visual quality. There are clusters of other industrial uses throughout the regeneration area, including sites along the Edgware Road/railway lands, south of Claremont Road and around Staples Corner.

Figure 11 illustrates the existing street pattern. It shows that the infrastructure dominates the built form and there are opportunities to reconnect the surrounding neighbourhood in a number of locations.

There is a significant amount of residential development in the regeneration area, in particular, located south of the A406 North Circular Road in the area known as 'Eastern Lands'. This area comprises of 14 hectares of land including the Whitefield Estate, Whitefield and Mapledown Schools, a Leisure centre, one large retail warehouse and a large foodstore. The Whitefield Estate consists of three high-rise blocks that form a distinctive part of many local views, although they lack character and do not relate to the street. Other residential areas in the north include the West Hendon Estate and the surrounding streets. Another substantial residential area is bordered by Park Road in the north, the Brent Cross Shopping Centre and superstores to the south.

The large West Hendon Estate consists of a range of dwelling sizes from multi-storey blocks to low-rise family accommodation with gardens. Although some improvements have been made, the majority of dwellings are in poor condition.

The residential areas surrounding the Brent Cross Shopping Centre, such as Sturgess Avenue, are characterised by wide tree-lined streets and semi-detached houses. The dwellings in this area are in varying condition. Similar residential areas can be found surrounding the eastern and western boundary of the Clitterhouse Playing Fields. The circular streets of the Pennine Drive Estate consist of a wide tree-lined streets and inter-war semi-detached houses with large well maintained frontages and back gardens.



Figure 10: Existing built form

- Key
- Regeneration Area
 - Buildings
 - Rail
 - Roads



Figure 11: Existing street pattern showing limited connectivity

The regeneration of the area requires the development of high quality architecture, founded upon principles of sustainable development to transform the area.

The Clitterhouse Crescent Estate consists of a relatively dense mix of semi detached and terraced housing. The roadways are narrow and streets lack vegetation creating a bleak environment. With no designated parking on street, some houses use front gardens for parking, which has a detrimental effect on the visual environment.

Brent Terrace is a unique residential area within the centre of the regeneration area, recognised as a feature of local architectural interest. There are approximately 100 dwellings built as railway cottages along the railway lands. The road access is from the rear of the properties and they front onto a small footpath along the railway. The majority of the houses are Victorian terraces with single or two storey back additions. The houses are set below the railway line and



the adjacent area of the Clitterhouse Crescent Estate. The terraces are sheltered from the railway and surrounding residential areas by dense shrubbery, creating a quiet enclave.

The residential areas in the south of the regeneration area consist of a range of styles and layouts. The Vale is lined with a range of dwelling types from blocks of flats to semi-detached houses. Along the south of Clarendon Road and bordering the railway line, a series of medium rise apartment blocks surrounded by surface car parking have been developed. These create an anonymous street scene and have little aesthetic value or character. In contrast, the Cricklewood Railway Terraces, situated off the Edgware Road are of a high quality with a unique character. They consist five rows of terraces with communal garden areas and form part of a Conservation Area.

The primary land uses are described on Figure 12.



Figure 12: Existing land use

Key

- | | |
|---|---------------------------|
| Regeneration Area | Predominantly Residential |
| Existing Shopping Centre | Employment |
| Car Parks | Leisure/ Hotel |
| Open Space | Office |
| Retail | Rail Freight Facility |
| Neighbourhood Retail/ Bars/ Restaurants | Waste Transfer Station |

Local Shopping Facilities

Cricklewood

The main local shopping area in Cricklewood is situated around the junction of Cricklewood Lane and the Edgware Road. It is characterised by small convenience stores, budget shops, restaurants and an assortment of necessity stores. The High Street has little aesthetic quality as the majority of shops are currently in poor physical condition. The buildings along the High Street are mainly three to four storeys high, with small shop fronts at ground level and offices and flats above. Due to narrow footways and high traffic levels, the pedestrian environment is uncomfortable, a problem exacerbated by the scale of the surrounding buildings. There are large bulky retail outlets and a timber yard between the High Street and the railway line.

West Hendon

West Hendon is situated on The Broadway. The majority of the units are small convenience stores, 'pound shops', restaurants and a selection of necessity shops. There are a small number of specialty stores including a boating shop, an anglers shop and a lighting store. The shopping area is of a poor quality with many shops in need of refurbishment or redevelopment. The nature of West Hendon Broadway and its associated gyratory system have contributed to the creation of an unsuitable environment for the community. This adds to the neglected appearance of the centre.

The regeneration of the area must enable local centres to thrive.

Infrastructure

Roads

The area is dominated by the major roads that run around and through it as Figure 13 illustrates. The key roads within the area include the M1 motorway, the A406 North Circular Road, A5 Edgware Road, A41 Hendon Way, Claremont Road and Cricklewood Lane. This road network links the area with the rest of London and, via the M1 motorway, to the north of England. It is a well used and complex network with large intersections and often heavy congestion. The scale and complexity of routes and the amount of congestion on the network around the A406 North Circular Road contribute to a particularly harsh section of the urban townscape.



The A406 North Circular Road is a key circumferential route through North London. This road bisects the regeneration area. It has junctions with the M1 motorway, Hendon Way and Edgware Road and is crossed by several bridge structures. These junctions and structures along with their associated access arrangements create a complex, cluttered and uninviting environment for both pedestrians and motorists. It is difficult to navigate the area as a pedestrian due to the scale of the infrastructure and dominance of vehicles.

The Edgware Road is one of London's main arterial roads carrying a large amount of traffic. In the south of the regeneration area the Edgware Road forms Cricklewood Broadway.

Hendon Way has strategic significance as a major distributor road connecting the A406 North Circular Road with Finchley Road, providing an important link from the M1 motorway to central London.

There are a number of local routes that are significant. Claremont Road is a local distributor providing access to a number of housing areas and schools. It follows the ridge of the small local valley, before dropping down towards the River Brent and emerging at the Tilling Road. Cricklewood Lane links the Edgware Road with Hendon Way and Cricklewood Station.

The regeneration of the area must be supported by improvements to infrastructure that are sympathetic to movement by pedestrians in addition to other forms of transport.

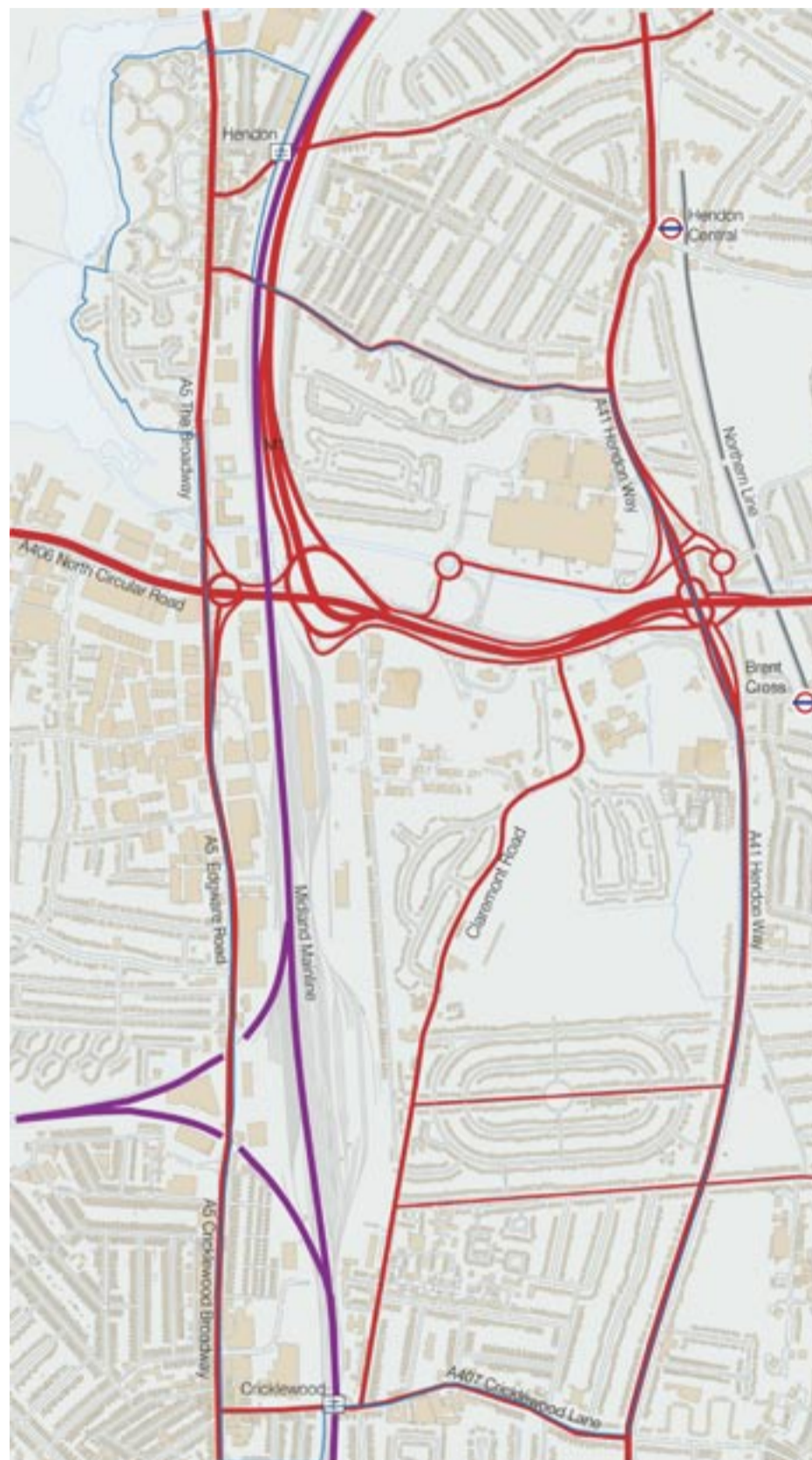


Figure 13: Existing infrastructure

- Key
- Regeneration Area
 - ⊖ Underground Station
 - ⊞ Rail and station
 - Rail
 - Northern Line
 - Main Routes

Rail and Underground

The railway line runs along the western fringe of the regeneration area, with stations at Cricklewood and Hendon on the Midland Mainline. The Mainline carries Thameslink services between Central London and Luton and Midland Mainline services between London and Sheffield. In the north, the railway lines are bordered by residential areas and the M1 motorway. The edge of the railway is currently lined with a substantial area of associated railway infrastructure. This consists of sidings, a carriage shed and a railway depot. At present many of the railway sidings are no longer used and as a result, a large proportion of the land is overgrown and derelict. The London Underground Northern Line lies just outside the regeneration area with stations at Brent Cross and Hendon Central. However, despite these facilities there is poor passenger accessibility to the rail and underground networks. The Underground stations, in particular, feel very remote and lack adequate pedestrian links and signage.

Transport infrastructure, both road and rail, divide the area and create a hostile pedestrian environment, limiting the potential catchment of these services.

Waste

The existing waste transfer station is situated alongside the railway. The entrance to it is from Claremont Way Industrial Estate. The facility is approaching 20 years old, and would benefit from some improvement to bring it up to modern environmental standards.

Environmental Constraints

Aside from the physical constraints there are also a number of environmental constraints, as illustrated in Figure 14.

The historic industrial development in the area has left a significant level of contamination. These areas are located along the railway line and include a former gas works and rail related contamination. These contamination areas obviously pose a constraint to development and remediation of the sites will be necessary. The northern part of the Cricklewood Railway Lands has historically been used as an unlicensed dump. Significant levels of contamination also remain here too.

The other prime environmental constraints are due to noise and air pollution. Given the level of infrastructure on or around the regeneration area, including the busy highway network, certain areas experience high levels of noise pollution and air quality. These issues will inform the location of new development and the distribution of land uses.

The regeneration of the area should be environmentally sensitive, improving the existing situation and setting new standards for the future.

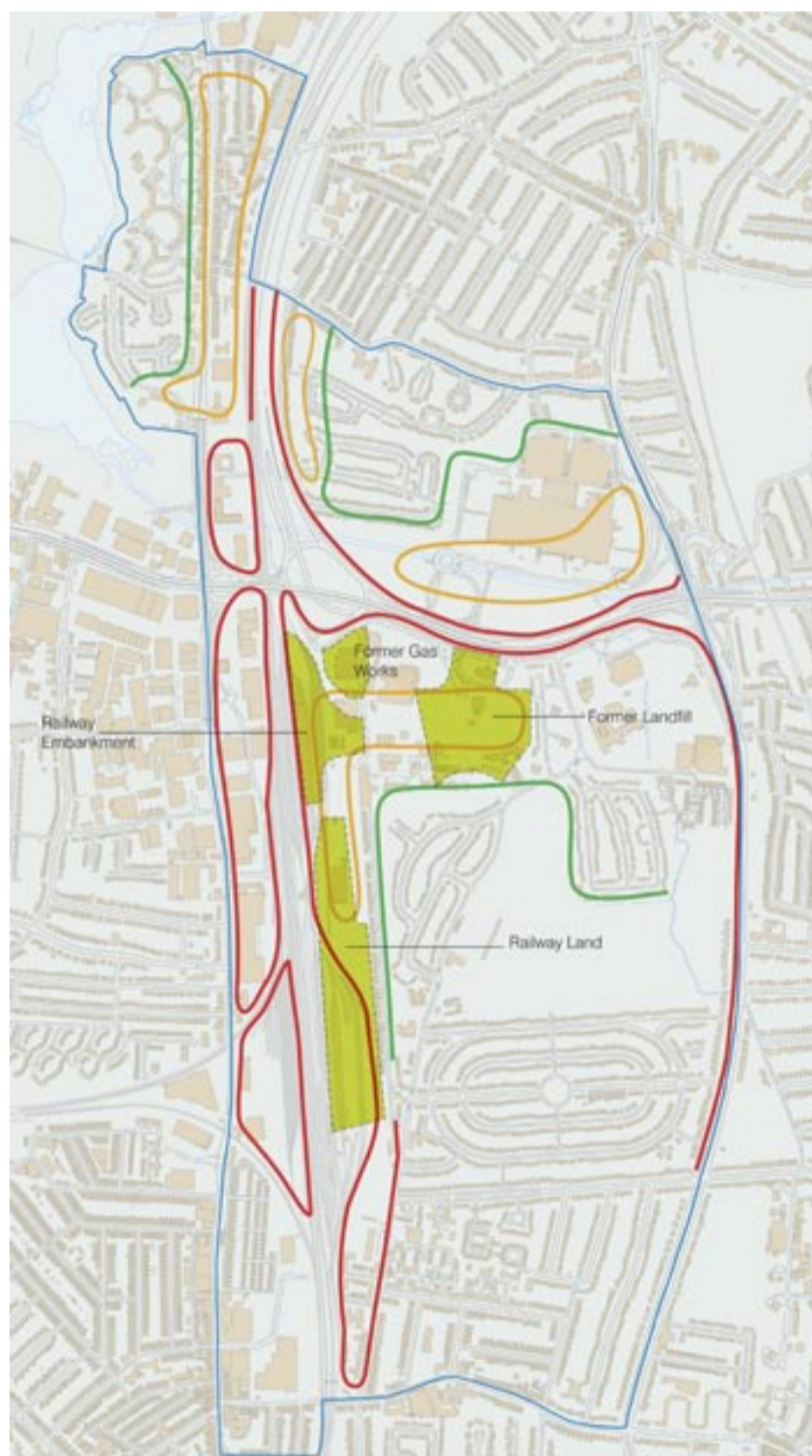
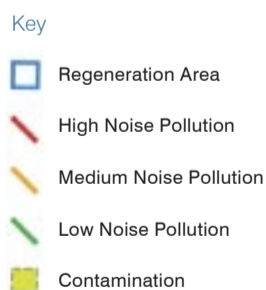


Figure 14: Environmental constraints



Key Challenges

It is essential that new development responds to the current needs and issues in the area. A number of existing physical constraints and operational and transport considerations, along with aspirations for future development pose challenges for the Framework to overcome.

Sense of Place

The Framework must set a new direction for the area that establishes a heart and enables transformation and regeneration of the area to proceed as quickly as possible.

Accessibility

The area is potentially well connected in terms of strategic transport but there is a high degree of reliance on the private car. The nature of routes passing through the area, with busy roundabouts and junctions, make for a poor environment and also restrict pedestrians and cyclists. The strategy for transport must maximise existing transport links encouraging walking and cycling for local journeys by improving difficult or unsafe routes, whilst recognising that some people will continue to access the area by car.

Environmental Quality

The area currently has a dilapidated feel about it, lacking character and identity. Existing buildings and facilities are fragmented with significant areas of land that are underused or vacant. Overall, the quality of the environment is poor and dominated by traffic noise. New development must bring forward innovative buildings of quality and enhance the quality of the public realm.

Sustainable Communities

There is a shortage of facilities for the community at present which must be addressed. New development must not increase pressure on existing facilities as a result of the new incoming population, rather it should add to and complement the existing range of services.

Brent Cross Shopping Centre

The evolution of the centre relies upon its successful integration within the new town centre. This will require a change in image and perception as well as extensive physical alterations.

Job Creation

New development must bring with it new jobs accessible to a wide range of people, both local and new to the area.

Viability

Restructuring the area will be costly and the Framework must be sufficiently flexible to enable viable and deliverable solutions to come forward that will maximise the regeneration benefits for everyone.



Figure 15: Physical constraints

Key			
	Regeneration Area		Rail Freight Facility
	Rail Line		Waste Transfer Station
	Major Roads		Busy Road Junctions
	Restricted Width Bridge		Brent Cross Shopping Centre
	Poor Pedestrian Route		

4 Development Framework

Introduction

This section describes the over-arching principles that will guide physical development within the regeneration area. It includes guidelines in relation to:

- strategic principles
- land use mix
- street hierarchy
- building scale and density
- residential type and density
- open space and public realm
- quality of architecture
- sustainable development

Development proposals must be consistent with these principles if they are to be supported by the Council.

The principles have been drawn up following a series of technical studies comprising:

- town centre needs analysis to identify the quantum of retail floorspace included within the Framework
- housing analysis to scope the broad mix of residential units, and the proportion of units that will be affordable
- property overview to establish the 'market' for the proposals
- transport studies
- environmental quality and contamination
- economic and demographic analysis
- sustainability appraisal

Strategic Principles

A number of strategic principles have been established to underpin the Development Framework. These have been instrumental in shaping the physical form. These principles are illustrated in Figure 16 and are summarised as follows:

- a new town centre with major new shopping and leisure development as part of a comprehensive mix of uses
- a range of employment uses located around a new transport interchange
- in the region of 10,000 new homes
- a commitment to the provision of affordable housing and places of local employment for the existing and new communities
- improvements or additions to existing community facilities as part of the creation of a sustainable community (including health and education)
- an additional main line railway station
- new bridges across the A406 North Circular Road and the Midland Mainline Railway
- a new High Street to integrate the areas to the north and south of the A406 North Circular Road
- a new Market Square
- a new food store
- a new bus station with modern facilities and improved services
- a high quality transit system from Cricklewood Station to Brent Cross Shopping Centre and Brent Cross Underground Station via the new town centre
- improvements to the highway network including a new road junction on to the A41 to provide access to the Eastern Lands
- improved pedestrian connections to existing public transport, particularly Brent Cross Underground Station, including two new pedestrian bridges across the A41 and the A406
- provision of freight facilities
- provision of strategic waste handling and recycling facilities for local residents
- improvements to the River Brent and links to the Welsh Harp Reservoir
- the provision of new public open space, enhancement of the existing green spaces and links to established neighbourhoods
- a fully accessible street network that positively encourages the use of public transport, walking and cycling over the car
- a comprehensive approach to regeneration that embraces implementation on both sides of the A406 North Circular Road concurrently
- a commitment to deliver sustainable development
- a deliverable solution with measurable benefits for everyone



- Key
- Regeneration Area
 - Underground Station
 - Bus Station
 - Rail Station & Pedestrian Link
 - New and Improved Open Space
 - Development Opportunity Areas
 - Indoor Street Network
 - High Street
 - Eastern Lands Connections
 - Brent River Corridor
 - City-wide Landmark
 - Existing Brent Cross Shopping Centre
 - Rail Freight Facility
 - Waste Handling Facility
 - Activity Focal Points
 - Road Network
 - Local Links to Existing Development
 - Area Improvements
 - Pedestrian Environment & Junction Improvements
 - Urban Squares
 - New Bridges
 - New Pedestrian Bridges
 - Shared Playing Fields

Figure 16: Strategic principles

Land Use Mix

The key to the success of the regeneration area will be a vibrant, diverse mix of uses anchored within and around the new town centre. This mix will include a significant amount of retail and office development, and a large number of homes for sale and rent. These uses will complement and support existing facilities to create a new mixed use commercial heart for the wider area, attracting people throughout the day and evening and creating a vibrant new destination. The Development Framework provides a major focus for regeneration for the whole of North London.

The area will comprise approximately:

- up to 420,000m² of business space, primarily comprising office accommodation
- In the region of 10,000 new homes of mixed type and tenure
- 27,000m² of leisure space
- 55,000m² of comparison retail
- 20,000m² of convenience shopping
- 2 new hotels
- community facilities, (quantum and nature to be defined)
- freight facility
- a waste handling facility

The quantum of retail floorspace has been confirmed by a sub-regional retail assessment undertaken in accordance with the requirements of para 5.125 of the London Plan.

A key organising element of the Framework is the creation of a new High Street that will integrate the north side of the A406 North Circular Road with the south side of the A406 North Circular Road. The land uses will be developed around a series of focal points of activity to make up the town centre at the heart of the area and a series of character areas. The town centre and the character areas are described in Section 6 of the Development Framework.



The distribution of land uses is illustrated on Figure 17. Land uses have not been defined for the whole regeneration area. Proposals for land within the area that have not been allocated for a specific new use will only be supported if they are consistent with the Council's regeneration objectives as described in the Unitary Development Plan, and do not conflict with those land uses defined in the Development Framework.

Ground Floor Mixed Use

The built form will provide for a diverse mix of uses not only within urban blocks but also within individual buildings and at street level. In addition to the substantial commercial and residential development, a more diverse mix must be provided for, including local shops, small businesses and workshops, bars, cafés and restaurants, arts and cultural centres, community facilities, leisure and sports provision. It is these uses that bring an urban area to life. It is proposed that these uses will be focused along the High Street.

When owners or developers make proposals for individual sites they must demonstrate how they will offer a wide range of uses at ground floor level. These uses may vary over time. For example, it may not be possible to attract small scale shops during the early years of the development and therefore temporary ground floor uses will be required. Flexible leasing arrangements will allow small business uses to enliven these spaces in the early years, with more established commercial uses arriving with the increasing residential and working populations.

To facilitate this, the following principles will apply:

- higher ground floor to first floor heights
- roof spaces that can be converted to residential use at a later date
- removable ground floor partitions to allow flexibility in size and configuration of ground floors
- larger windows
- consideration of possible future emergency exit arrangements
- provision for ground floor toilets/washrooms



- Key
- Regeneration Area
 - Existing Shopping Centre
 - Existing Car Parks
 - Proposed Car Parks
 - Open Space
 - Comparison Retail
 - Neighbourhood Retail/ Bars/ Restaurants
 - Residential
 - Community
 - Leisure/ Hotel
 - Business
 - Education/ Leisure
 - Rail Freight Facility
 - Waste Handling Facility
 - New Railway Station
 - New Bus Station

Figure 17: Proposed land uses

Social, Economic and Cultural Diversity

The diversity of the town centre will evolve over time as the fine grain of the mix of uses becomes established. This will in part be due to the nature of the ground floor uses, but also once the catchment population begins to grow and the demand for services and facilities increases.

Other services will also be required within the regeneration area. Some of these will fall within the town centre, such as community and health services, perhaps a museum and life long learning opportunities. Others, such as educational facilities, may well be located outside the town centre, and even potentially beyond the boundary of the regeneration area to meet the needs of the community as a whole.

It is difficult to define all of these requirements at the outset. The broad parameters will be set down in a delivery strategy as described at the end of the Framework. As development takes place, this will need to be regularly reviewed to ensure that service provision is implemented in tandem with built development. This will include the consideration of some of the Borough's local town centres including Cricklewood. Some improvements in services or physical proposals might more appropriately take place in these areas there to maximise the regenerative benefits of this Framework for the whole community.

Moreover, land uses have not been identified for all of the areas of land within the regeneration area boundary. Where proposals come forward in these locations, the Council and the GLA will expect them to include a contribution to the provision of services and facilities for the benefit of the community in the way that other areas of the Framework require. Any proposals will need to be consistent with the objectives of the Framework and the applicant will need to demonstrate the potential impact of their proposals in relation to the Framework including transport, compatibility of land use mix, viability and regenerative benefits.

Street Hierarchy

The public realm will be clearly defined by an interconnected network of streets, squares and public open spaces providing the maximum freedom of movement and choice of direct routes to all destinations within the area defined by the Framework and beyond. If walking is to be encouraged, then the streetscape must be considered as important as the buildings themselves. It must be attractive, highly permeable, good quality, multi functional, safe and durable.

The network of streets and squares will be arranged in a hierarchical sequence in order of location, physical scale, movement capacity, activity and mix of uses. At the top of this hierarchy will be the High Street running from the existing, but remodelled Brent Cross Shopping Centre in the north of the new town centre (north of the A406 North Circular) to the new station and Station Square in the commercial district to the south of the new town centre (south of the A406 North Circular Road). The High Street will form the principal movement and activity spine through the area defined by the Development Framework, connecting both the strategic road network and providing access to new development opportunities. A new main street will also run east-west through the Square connecting the wider Eastern Lands to Brent Cross Underground Station.

The exact dimensions of each street will be the subject of a detailed study, however an indication of the dimensions based on urban design criteria is proposed as part of the Development Framework, in Section 6.

The High Street

The High Street will have 3 distinct characters. To the north of the A406 North Circular Road, it is a 'High Street' which will be a pedestrian dominated environment lined with a mix of retail and commercial premises, with upper level residential in some locations.

To the south of the A406 North Circular Road, although still part of the 'High Street', it takes on a different character. In addition to being the mixed use focus for the new business and residential communities, it should form the primary vehicular and public transport corridor through this part of the new town centre.

The character of the High Street running south from Station Square is more residential in nature and not a High Street in the traditional sense. It essentially forms a spine road serving the new residential development and linking it to the new town centre.

Secondary and Tertiary Streets

The High Street will provide access to secondary streets which should in turn provide access to tertiary streets. The preferred location of secondary streets is identified within the Development Framework. There is some flexibility with these locations, although any significant differences will need to be justified. The location of tertiary streets within the area defined by the Development Framework is flexible. The street hierarchy is illustrated on Figure 18.





Key












-  Regeneration Area
-  Urban Square
-  Main Street Easter Lands
-  High Street - North
-  High Street - South
-  The Bridge Link
-  High Street - Brent Terrace
-  Edgware Road Link
-  Secondary Street
-  Tertiary Street (illustrative)
-  Pedestrian Link/ Footbridge

Figure 18: Street hierarchy

Building Scale and Density

Tall buildings will define the heart of the new town centre. A building height profile (as illustrated on Figure 19) is proposed comprising a range of building typologies including 3 storey terraces, 5-8 storey courtyard blocks and a range of taller buildings from 10-25 storeys with some landmark commercial buildings located at the gateway to the site, the M1 motorway. The positioning of tall buildings across the area defined by the Framework will be in response to the surrounding context. Lower buildings will form a transition from existing 2 storey residential development with taller buildings located adjacent to the existing heavy infrastructure of the Midland Mainline Railway, Brent Cross Underground station, the M1 motorway junction and Staples Corner, and the A406 North Circular Road. The building height profile generally steps down across the area defined by the Framework from the city wide landmark in the north-west to the existing residential areas in the south-east.

Tall buildings will be strategically located to define key activity areas and at gateway sites. There are also opportunities for taller buildings particularly along the western boundary. Spectacular views will be afforded. Figure 19 illustrates the concept for building height zones.

Buildings will generally respect the minimum storey heights within each zone unless the specific location justifies a taller building. Whilst tall buildings will be encouraged in certain locations it is not desirable that they become the predominant urban form.

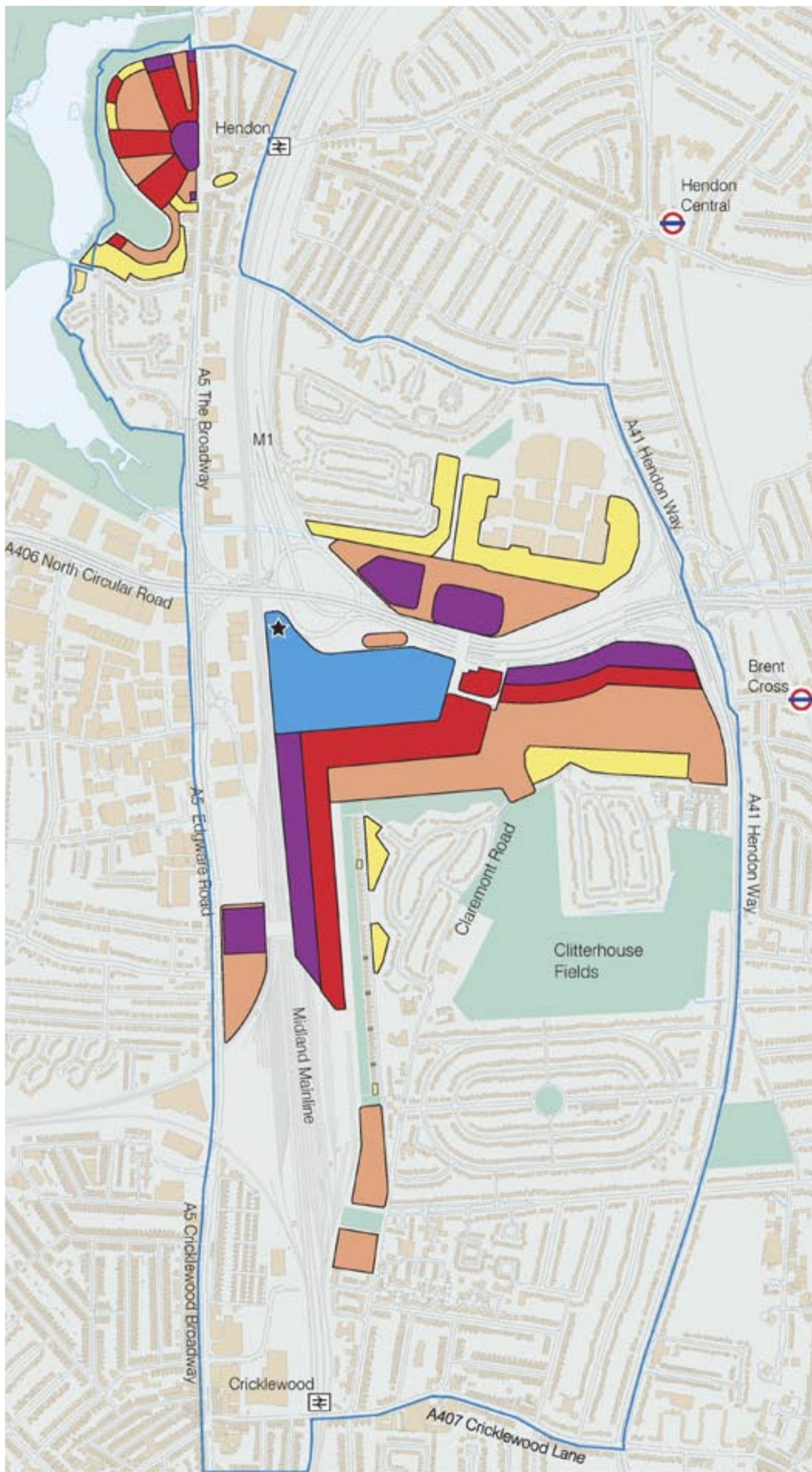
At ground level, buildings should be constructed to the back edge of the pavement to retain a sense of enclosure and to define the street edge. Setbacks at upper levels may be introduced to create view corridors, create an animated skyline, offer daylight penetration and comfort at street level for pedestrians.

Proposals for taller buildings (over 15 storeys) will need to be supported by:

- A design statement. This will include development context, location, description, development objectives, urban design principles, architectural philosophy, the relationship of existing and proposed land and building uses, treatment at roof top/crown, ground floor treatment and the relationship to street vitality. The statement will also include a public realm strategy, a description of scale and massing, materials, lighting (day and night time) and the approach to public art. This statement should be accompanied by a model of the development.

- A movement statement. This will include a traffic impact assessment illustrating the existing situation and the situation with the development in place, including infrastructure and services, the strategy for public transport, on and off site highway works, servicing, car parking, and pedestrian movement demonstrating pedestrian comfort levels. This should be accompanied by the urban design analysis to demonstrate the impacts upon permeability and connectivity of the new development.
- A building services strategy. This will include building systems and enclosure, building life cycles, energy consumption and efficiency, lighting (day and night time), telecommunications, micro climate (wind, sunlight, daylight, shadowing, privacy and overlooking) and ground conditions.
- A heritage statement. This will include the relationship to heritage assets illustrating the effect on Conservation Areas and archaeology, including nature conservation and ecology, where relevant.
- An economic statement for commercial buildings. This will include the business case for high buildings, the numbers of jobs, and the impact upon regeneration objectives.
- A statement indicating the relationship to (Strategic, Metropolitan and Local) views. This will include agreement with the Council with regard to relevant views, photomontage analysis which will show the proposal fully rendered (an outline of the building is unlikely to be sufficient), a 3 dimensional computer model illustrating the proposal in its context, and the relationship of the building to other tall buildings or structures. Artists' perspectives would be useful, but should not be relied upon as a technical evaluation of the appearance of the proposal.
- A construction and demolition statement including processes, techniques, movement of material and the impact on site and off site.

Tall buildings will be acceptable providing they satisfy a series of tests including: design and safety, movement, affect on micro-climate, sustainability, heritage, relationship to the skyline, views, and appropriate methods of construction.



Key

- Regeneration Area
- 2-4 Storeys
- 4-8 Storeys
- 6-10 Storeys
- 10-20 Storeys
- 20-25 Storeys
- ★ City-Wide Landmark

Fig 19: Building height profile

Residential Type and Density

Residential development is a key component of this new urban place. A mix of units will help to build sustainable communities, allow residents the choice to move within the area and also avoid 'churn' and transience.

It is a priority of the Council that family accommodation is provided throughout the development in both private and affordable units.

Brent Cross and Cricklewood

At Brent Cross and Cricklewood it is proposed that up to 5,500 homes will be provided. When evaluating proposals for residential development of this scale, the Council considers that having regard to the UDP overall 50% target for the Borough, it will seek to negotiate the maximum reasonable amount of affordable housing.

The Council will seek a commonality of dwelling design to minimise the difference between affordable housing and housing for private sale and to encourage social cohesion.

The precise proportion of affordable housing will be determined in relation to viability issues, site characteristics and the provision of social and physical infrastructure.

Where residential development is in apartments, family homes should be provided only at ground floor and/or first floor level. If families are located on floors above this, they will have direct access to generous balconies and roof terraces in addition to being situated within no more than 2.5 minutes walking distance from their front door to a public open space or communal courtyard garden.

Affordable housing should not be delivered in separate areas. It should be distributed within any development on a block by block basis. Affordable housing should be located on the lower floors of any apartment blocks and where possible, restricted to the first six floors to ease management procedures.

Residential development throughout the regeneration area will comprise a mix of 1, 2, 3 and 4 bed apartments with some terrace housing. Some of this accommodation will be in taller buildings.

The scale of residential development will need to be matched, over time, by an appropriate range and mix of employment, shopping, leisure and local facilities, to ensure that a sense of community is established as early on as possible.

The housing mix broadly will be as follows:

- 26% 1 bedroom
- 50% 2 bedroom
- 24% 3-4 bedroom

Consideration must also be given to the integrated management of residential areas for all tenures. Management structures will need to be put in place that allow for community involvement.

Figure 20 illustrates the indicative distribution of residential typologies and densities across the Framework. Development opportunities have been categorised as lower, medium and higher density, and higher density residential above commercial buildings.



Key

- Regeneration Area
- Proposed Rail Station
- Existing Shopping Centre
- Higher Density Residential above Commercial Premises 200-435 units/ha
- Higher Density Residential 200-435 units/ha
- Medium Density Residential 100-200 units/ha
- Low Density Residential 50-100 units/ha
- Other Non Residential Development

Figure 20: Residential type and density

Lower Density

Development will comprise 3 storey, 3 and 4 bedroom family terraced housing with a density range of 50-100 units per hectare depending on specific site constraints such as contamination. Houses will have private gardens. Parking will be provided either in adjacent off-street spaces or in secure parking courtyards. Lower density development will generally be located around the periphery adjacent to existing 2 storey residential properties.

Medium Density

Development will generally comprise perimeter block style development of 1, 2, 3 and 4 bedroom apartments and maisonettes in buildings of between 4 and 6 storeys with a density range of 100-200 units per hectare. Medium density development is located in the southern part of the area within the Development Framework adjacent to Brent Terrace and Claremont Road.

Higher Density

Development will generally comprise a combination of perimeter block style development of 1, 2, 3 and 4 bedroom apartments in buildings of between 5 and 10 storeys with a density range of 200-435 units per hectare. Residential towers of between 10-15 storeys will also be considered in appropriate locations. This type of accommodation will be more appropriate within the heart of the regeneration area taking advantage of easy access to public transport facilities.

Where possible, larger 3 and 4 bedroom properties will be situated on the ground floor with direct access to private open space. Open space will be provided in a combination of private balconies and roof terraces and private and communal gardens.

Higher Density Development Over Commercial Premises

Development will be situated along the High Street and within the town centre with a density range of 200-435 units per hectare. These situations will be more suitable for 1 and 2 bedroom apartments given the limited space for private or communal open space.

Taller residential buildings will be permitted but they will need to be sensitively located. In principle, buildings of between 10-15 storeys will be permitted within the higher density residential areas, but will not form the dominant residential typology. Residential buildings above 15 storeys will be restricted to the western edge of the development along the line of the mainline railway.

Parking will need to be provided 'on street' and in undercroft parking garages. In principle, courtyard areas should not be given over to surface parking as these areas should be dedicated to private or communal garden space.

Eastern Lands

It is proposed that between 1500 and 2500 new homes are provided in the Eastern Lands. These will include the re-provision of social housing and affordable housing. The new homes will comprise a range of mix and tenure according to the guidelines stated previously (26% 1 bed, 50% 2 bed and 24% 3 bed). This will include some taller residential and mixed use buildings in close proximity to the major infrastructure adjacent to the A406 North Circular Road and A41 Flyover.

West Hendon

At West Hendon it is proposed that approximately 2,200 units will be provided.

The guidelines relating to affordable housing above do not apply to West Hendon. In this case, the existing affordable housing must be replaced by an equivalent amount, type and mix of new affordable housing funded by private sector investment to meet the Decent Homes Standard and therefore requires a site specific solution.

It is recognised that in order to fund the re-provision, the density of development at West Hendon will be increased. The precise quantum will be subject to detailed design given the sensitive location adjacent to the Welsh Harp Reservoir.

Lifetime Homes

It is an aspiration that lifetime homes will be provided wherever possible, although it is recognised that the physical characteristics of the area do not necessarily lend themselves to this in every location. The precise form will need to be assessed as part of the detailed design of the new homes. This will enable a broad range of choice to be created and allow the Council and the GLA to achieve the objective of establishing a sustainable community with a local population that can satisfy all of its housing needs within one area from individual apartments to family housing.

Proposals for development must demonstrate that they meet the highest standards of accessibility and inclusive design.

Open Space Public Realm

The regeneration area falls within an area of public open space deficiency and the existing open space is of poor quality and would benefit from an improved maintenance regime. It is imperative therefore that existing public open space is improved in conjunction with any proposals for residential development.

The success of the public realm depends not only on the quality of the design and materials but on its relationship to surrounding buildings, the way people enter and pass through it and the uses that are within it and surrounding it.

Figure 21 illustrates the concepts in relation to new homes. Figure 22 illustrates the public realm strategy for the new development.

The key design principles to be applied include:

- The creation of a hierarchy of interconnected public realm spaces within a network of streets including urban squares and neighbourhood parks.

The Council will not support the loss of any existing public open space, and in the unlikely event that a loss cannot be avoided, the Council will expect a like for like replacement in the amount of space elsewhere in the regeneration area.

- Existing underused and isolated spaces must be brought back into public use by improving access to them and their relationship with surrounding development.
- Opportunities for public art should be created particularly in relation to the Squares at Brent Cross and the new Station.
- In improving the current underused open spaces consideration must be given to shared community/education open space.

All public spaces should function as part of an overall network of pedestrian routes and provide for the needs of the users including the elderly and people with disabilities.

- Incidental open spaces will not be acceptable. Every space must have a clearly defined function. 'Left over' areas that are often poorly maintained or vandalised can very quickly detract from the appearance of an area and are a costly maintenance item.
- New focal points (new urban squares), must be created that interconnect the primary activity areas and act as a focus for day and evening activity, a place for public events and areas just to sit out, meet friends and watch the world go by.
- Urban squares must be overlooked by active ground floor uses that relate directly to passing pedestrians to create activity and interest such as shops, restaurants, civic and community uses.
- Careful consideration must be given to the layout and massing of surrounding buildings taking into account local climatic conditions of sunlight, daylight, wind temperature and frost pockets.
- A clear distinction between public and private space must be established that will help to improve safety and security and give people clear direction as to where they can or cannot go.
- A positive interface must be created with the built form e.g. building frontages, windows and entrances should face onto and overlook the street and open spaces.
- Use of high quality materials is essential.
- Neighbourhood parks should be fronted onto and overlooked by residential development providing natural surveillance at all times.
- A comprehensive management and maintenance regime should be established to look after all public realm areas.

The principles of open space provision are illustrated overleaf.

The Council will not support proposals for development that have a negative impact on either the Welsh Harp Reservoir or the River Brent.



The key components of the public realm strategy are:

Brent Cross Square

Located within the heart of the new town centre providing a focal point for leisure and entertainment facilities and the evening economy.

Station Square

Situated immediately adjacent to the new railway station at the western end of the High Street providing a commercial and entertainment focal point for the business and residential community and a transport interchange.

Office Square

Situated within the heart of the commercial and business quarter providing a relaxing space for workers during the day.

Market Square

A new Market Square will be the focal point in the town centre on the south side of the A406 North Circular around which a number of these land uses will be concentrated to ensure that the Square is vibrant and well used. Market Square will form the hub of the new town centre on the south side of the A406 North Circular in advance of the completion of the commercial district and the railway station.

Clitterhouse Fields

Relocation and improvement of sports pitches, community gardens and casual recreation areas for toddlers and teenagers, multipurpose sports courts, improved tree planting, and a new pedestrian and cycle network. The area will be a focus for shared community and education playing fields.

Eastern Park

Running from North to South, the location of this new park has been chosen to enable the existing water course, a tributary of the River Brent which has been largely lost, to be opened up in this location to provide a feature to the park. This along with the other key component areas will replace the facilities of the existing Clarefield Park, but to a higher standard.

Brent Terrace Park

A new linear park alongside Brent Terrace providing play areas, gardens and casual amenity space for new and existing residents.

New River Walk

A new riverside walkway along the River Brent. This will vary in character from a more urban canal feel through the heart of the town centre opening out into a landscape corridor through the residential area to the west.

Millenium Green

An existing public open space, that will benefit from some further improvement in the longer term.

Welsh Harp Reservoir

An existing SSSI that will require a management plan to be formulated as part of any proposals for redevelopment at West Hendon to protect the natural character and encourage bio-diversity. It is important that human disturbance of natural habitats is minimised, but education and enjoyment of this unique resource is stimulated.

York Park

A new and remodelled open space to form a buffer between a redeveloped West Hendon Estate and the Welsh Harp Reservoir.

West Hendon Place

A new Square at the heart of the revitalised West Hendon local centre.

Claremont Park

The improved open space will utilise the existing Claremont Way Open Space, its landscape upgraded, and provided with new facilities to create an attractive contiguous new expanded facility linked to Clitterhouse Fields.

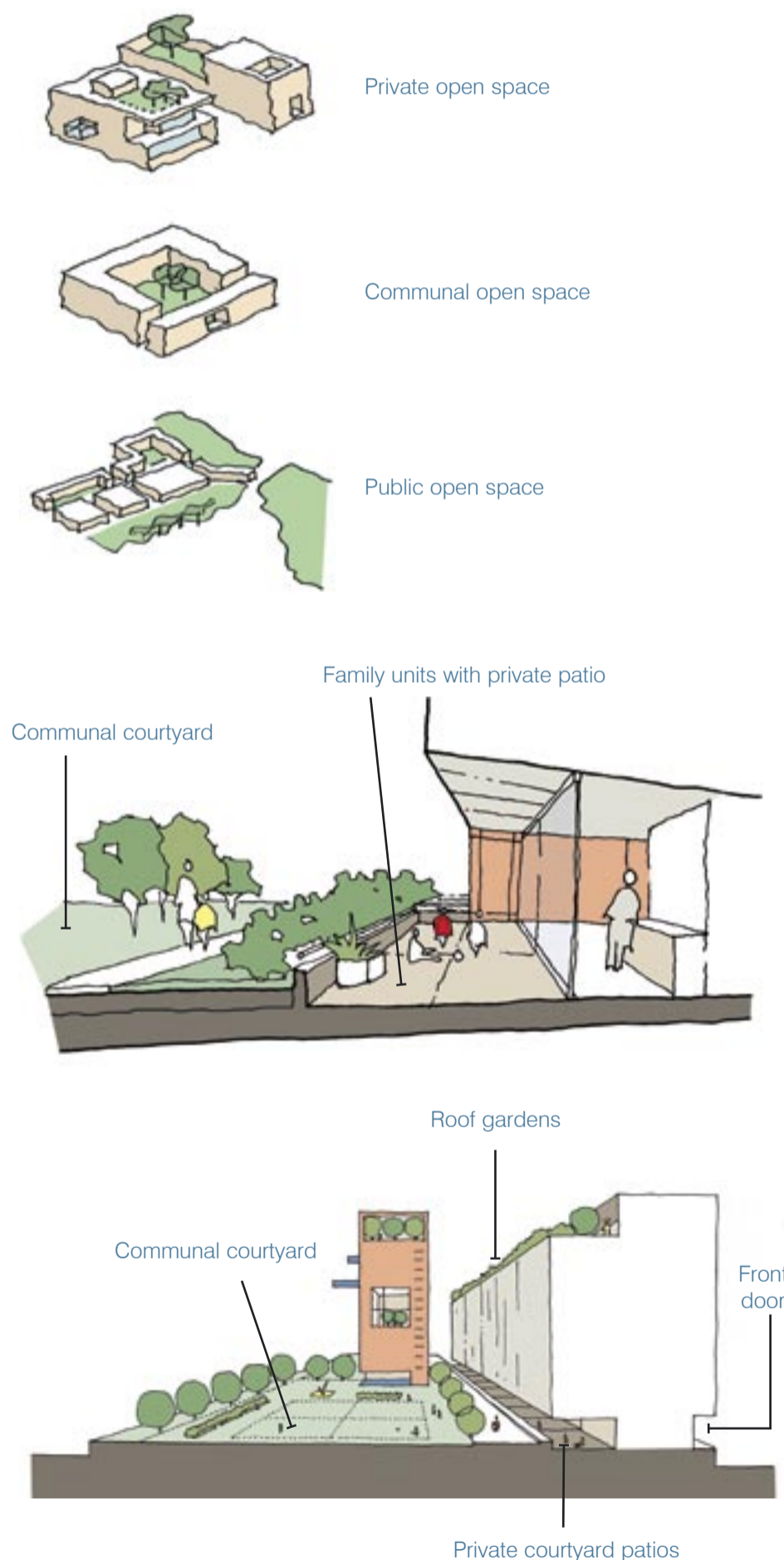


Figure 21: Conceptual relationship of residential development to different types of open space



Key

- Regeneration Area
- New Existing and Refurbished Public Open Spaces
- 1. Clitterhouse Playing Fields
- 2. Eastern Park
- 3. Millenium Green Park
- 4. New Brent Terrace Linear Park
- 5. Claremont Park
- 6. York Park
- Urban Squares
- 1. Brent Cross Square
- 2. Station Square
- 3. Office Square
- 4. Market Square
- 5. West Hendon Square
- Brent River Walkway
- Existing Brent Cross Shopping Centre
- Development Opportunity Areas

Figure 22: Open space and public realm

Streetscape

The streetscape is often characterised by a clutter of mismatched signage, lighting, street furniture and traffic control measures. These detract from the appearance of the public realm.

A more holistic approach is proposed involving a co-ordinated design, installation, management and maintenance strategy – ensuring consistency of quality, style and colour. This will involve discussion with key stakeholders, including the local authority highways and cleansing departments, and utility companies. Key design issues will be to:

- design the space so that the functions of its parts are clear and the need for superfluous signage, bollards and barriers are minimised
- establish a comprehensive suite of materials and street furniture to be used consistently throughout the life of the development
- liaise with utility companies to identify the most appropriate location of inspection chambers and manhole covers

It is proposed that good quality ‘off the shelf’ designs are used adopting the best in modern and contemporary design.

Lighting

Lighting should be an integral part of the public realm design and a comprehensive lighting strategy should be considered. This would include lighting for movement corridors, public spaces and buildings. Lighting has much to offer in contributing to the feeling of safety in an area particularly where pedestrian only routes have been created. Lighting can also be used to provide a dramatic and unique identity for an area highlighting landmark buildings and aiding orientation and way finding.

Great care must be taken to provide adequate lighting around the station, bus station, existing underpasses and bridges in order to improve safety and pedestrian comfort in the evenings and encourage people to walk and use public transport.

Safety and Security

Safety and security are vital elements in any urban development. People feel more comfortable and confident using areas where there is good visibility and effective lighting and where people feel they can be seen and heard by others. There are two key principles for designing safety into the public realm. They are ensuring natural surveillance and human presence. This is achieved by:

- making buildings front onto the public realm
- putting ‘eyes on streets’ and minimising blank facades
- mixing uses, particularly at ground level, adding vitality at different times of the day and night
- designing an integrated network of streets, rather than more vulnerable cul-de-sacs
- locating parking in front of buildings or in secure areas such as basements
- minimising conflict – by providing safe routes and crossing points for pedestrians and cyclists
- community involvement – when people view spaces as their own they begin to take responsibility for them

Materials

With regard to surface treatments, the Council will require the emphasis to be on simplicity and quality of detailing. The mass usage of concrete block pavers will not be permitted. In general, road surfaces and pavements will be in tarmac with higher quality paving, kerbs and surface treatments utilised in key locations, such as the High Street, junctions and pedestrian crossings, around public open spaces and within courtyards.

Sustainable Development

All buildings will be required to incorporate a range of best practice energy saving and environmental features, drawing on technologies and techniques that promote sustainable development. As building continues over the period of the Development Framework, best practice standards will be reviewed and enhanced. Buildings should positively address the following design issues:

- orientation and use of solar layout for housing
- orientation and design to increase daylight provision in offices
- south facing roof orientation to maximise solar gain
- utilise opportunities for natural ventilation
- ensure all new commercial premises attain a BREEAM rating of ‘very good’ including energy use, low water use, pollution, health and the use of materials, with an aspiration to achieve an excellent rating
- ensure all new dwellings attain an EcoHomes rating of ‘very good’ and a National Home Energy Rating of 10, with an aspiration to achieve an excellent rating
- pressurisation testing on new building types to limit heat loss
- where possible use locally sourced and recycled materials

The Council will expect developers to investigate the opportunities to implement combined Heat and Power systems.

Proposals for development will need to show how sustainability principles will be met in terms of demolition, construction and long-term management.

All properties and especially those with front doors directly on to the street must be capable of accommodating provision for the storage and sorting of recyclables by residents and suitable access for collection by vehicles, including domestic refuse.

The highest quality of building design will be required to ensure best practice in construction and demolition, sustainability and energy efficiency. New buildings will significantly improve upon traditional standards in terms of comfort, utility and running costs.

Quality of Architecture

Gateway Opportunity

The Framework does not specify the detailed design for buildings. Flexibility is required to allow skilled architects to propose creative solutions which work within the design guidelines in Section 6. In preparing detailed design, the Council requires the following to be considered.

The town centre will be a gateway to London and the quality of the buildings must reflect this. Buildings must be of a sufficient scale to create a sense of place and identity, contribute to vitality and provide appropriate landmarks to aid orientation.

The Framework makes provision for tall buildings in certain locations identified on Figure 19. People respond to views of tall buildings both from a distance and at street level. From a distance, it is the crown or upper levels of the building that draw the eye. From the street, it is the relationship between the ground floor of a building to the street as people walk by. To ensure a positive visual impact, it is essential that in addition to the high standards of design required by the Council throughout the regeneration area, significant attention is given in detailed design to the way a building will be viewed either from the distance or at street level. It will be important to demonstrate that tall buildings will add to the townscape in this location, and not detract from it.

The design of buildings must have regard to the setting within which they will be built. In this context, the setting might not yet exist, so it is important to relate architecture to land use and streetscape.

Human Scale

Much of the success of a place depends upon the ability to achieve a human scale in development. This will depend upon: active frontages or ground floor uses (as described earlier), keeping pedestrian routes and views open, and simplicity in design.

Perimeter Blocks

Successful places are generally defined and enclosed by buildings, including the street. Buildings that follow a continuous line around the street block and contain private space within courtyards are generally more successful than individual buildings that sit in the middle of the plot. Continuous frontages should be used as far as possible, and adhere to a common building line.

Buildings should have active edges, such as shop fronts, doors that open onto the street and principal residential rooms (i.e. living room and bedrooms) facing the street to improve natural surveillance and safety.

Car parking can be provided in a number of ways including on street, within courtyards (in commercial blocks) or in undercroft parking within the building footprint. Service areas, external storage areas and refuse areas should be located away from pedestrian routes and spaces

Turning the Corner

Corner sites are visually prominent and form an important part in the character of an area and can be used to aid orientation and legibility.

Within mixed use areas, corner sites provide the opportunity for two active facades. This potentially offers more entrances to different parts of the buildings and as such, provides special opportunities for mixing uses such as residential or office accommodation over other types of commercial uses. A number of design approaches could be adopted to address corner sites:

- active ground floor frontages
- locating taller buildings on corners
- projecting buildings forward, above street level
- special façade treatments, such as change of material or colour to add visual prominence
- form a continuous street frontage with windows and entrances addressing both street frontages
- principle entrances should be placed on or near the apex of the corner to add visual interest and activity
- balconies, bay windows and special façade treatments will be encouraged to provide visual interest

Access for All

Buildings and public spaces must engender principles of inclusive design and address the needs of everyone, and especially those with pushchairs, people with disabilities and the elderly. Particular attention should be paid to the detailed design of the building-street interface.

The Council requires all proposals for buildings within the regeneration area to be of the highest architectural quality.



5 Transport Vision

Introduction

Travel in outer London is, and will remain, predominantly by car. This places significant pressure on available road space. Sustainable development on the scale envisaged within the Development Framework is only feasible if a high proportion of new trips can be made by non-car modes.

The challenge is to implement the Framework in a manner that will unlock the area for regeneration, acknowledging the opportunities and overcoming the constraints of the existing transport infrastructure and the improvements that can be delivered by new development opportunities.

As Section 3 describes, the area is currently bisected by several strategic highways that have an important function in distributing traffic within London as a whole and beyond. The key roads within the area include the M1 motorway, the A406 North Circular Road and the A41 Hendon Way. The A5 is an important Borough road. The configuration of main roads and railways within the area offers great potential, but currently limits accessibility. This is addressed by the transport vision in the form of new and improved local linkages.

The Development Framework includes a series of major highway infrastructure proposals that will ensure that the strategic road network continues to operate satisfactorily. Local highway and traffic management measures will safeguard the efficient operation of local distributor and residential access roads whilst minimising potential rat-running by through traffic.

The transport vision has been developed in consultation with key transportation authorities, including Transport for London (TFL), the Highways Agency and the Department for Transport (DfT), formerly the Strategic Rail Authority (SRA).

The principles of the transport vision are illustrated on Figure 23.

The transport vision is an integral part of the land use proposals, and together they aim to minimise additional car use through the application of the following principles:

- Create a new outer London town centre that will reduce journeys into Central London during periods of peak travel demand.
- Mixed use development that creates opportunities for short local trips and linked trips, especially by non-car modes of travel.
- New and improved public transport services that provide additional capacity, new links between areas and an overall higher standard of service.
- Integration between modes to facilitate access by public transport to the area.
- Improved accessibility and convenience to walking and cycle routes to make journeys easier and more attractive.
- Limited new parking associated with development to discourage the use of the car for non-essential journeys.





Key

- Regeneration Area
 - Existing Shopping Centre
 - Existing Multi-storey Car Park
 - Proposed Multi-storey Car Park
 - Basement/ Undercroft Parking
 - Underground Station
 - Proposed Bus Station
 - Existing Rail Station
 - Proposed Rail Station and Public Transport Interchange
 - Existing Primary Vehicular Circulation
 - Existing Road Network
 - Rapid Transit System (illustrative)
 - Secondary Vehicular Circulation
 - Tertiary Vehicular Access (illustrative)
 - New Bridge
 - New Pedestrian Bridge
 - Pedestrian Street Network Within Town Centre
 - Brent River Walkway
 - Pedestrian Environment and Junction Improvement
1. Staples Corner/ M1 Junction
 2. A406/ A41 Mid-level roundabout
 3. New connection to A41
 4. New connection to A5
 5. A5/ Cricklewood Lane
 6. Claremont Road/ Cricklewood Lane
 7. The Broadway
- Pedestrian/ Cyclists network are not shown on this map.

Figure 23: Access and movement

Movement Strategy

Transport improvements have been identified to accommodate projected increases in travel demand associated with the proposed land uses described in the Development Framework. Travel demand has been assessed by land use to estimate movements by mode of travel, time of day, and direction of trips. The estimates reflect the transport initiatives proposed, including the effect of constrained parking at commercial developments and the provision of significantly enhanced public transport services. The travel demand forecasts have been agreed with TFL

Overall, new trips to the area by different modes will be as follows:

Public Transport	49%
Bus	27%
Rail	16%
London Underground	6%
Private car (including passengers)	34%
Walk	13%
Cycle	2%
Other (including taxis)	2%

A proportion of the rail and underground trips will access stations using the proposed Rapid Transit System (RTS). Walking trips are based on observations and are likely to include some longer distance movements from Hendon Central and Brent Cross underground stations.

The forecasts by mode vary significantly by the land use of the origin or destination of the journey. For example, trips to commercial office developments have a greater proportion of public transport based trips (64%) than those to residential developments (37%).

In total, it is forecast that the land use proposals within the Framework will generate 132,800 new person trips per 12-hour weekday into the area, including 29,100 additional vehicles. An additional 35,800 passengers per day will arrive by bus and 28,900 passengers will arrive by rail or underground. Walking and cycle journeys will be shorter in distance and many of these will be made entirely within the area.

The modal split relates to movement of people and does not include service vehicles. The arrival by bus includes passengers on the bus network as a whole and the Rapid Transit System (see overleaf).



The movement strategy has been developed to include measures that will maintain or improve current conditions for existing highway and public transport users, provide enhanced access to all parts of the regeneration area, and improve the capacity of all travel modes consistent with the above forecasts of demand.

Integration

The improvements delivered by the transport vision will assist the integration of the new development with surrounding areas. This will include new and improved local access roads and pedestrian cycle links. The improved and extended Brent Cross bus station, the interchange at the additional railway station, and the existing Brent Cross Underground Station represent the key transport interchanges in the Framework. These will be integrated into the surrounding area through RTS, bus, walking and cycle routes, utilising the new Spine Road, the High Street, the replacement Tempelhof Bridge and the new pedestrian footbridges.

The replacement Tempelhof Bridge over the A406 North Circular Road with improved provision for all road users, including pedestrians, will be the key link within the new town centre.

The railway station will be linked to the A5 Edgware Road by a new road bridge, overcoming issues of east-west severance, increasing the catchment area of the new station and expanding bus routing opportunities that avoid Staples Corner.

Improvements will be made to the footway and cycle network to provide convenient access from the surrounding areas to the new facilities within the regeneration area and to provide easy access for residents to facilities in the surrounding areas. These will include the two new proposed pedestrian bridges over the A41 and the A406 linking Brent Cross shopping centre, Brent Cross Underground Station, and the additional rail station via the High Street.



Delivering the Vision

The high proportion of travel by sustainable modes will be delivered by the provision of a comprehensive and extensive package of improvements to the transportation network.

The opening up of the Cricklewood Rail and Eastern Lands provides an opportunity to introduce a more comprehensive and integrated public transport network to the area. Brent Cross bus and Underground station and the additional railway station will provide public transport interchanges through which a number of existing and new bus services will operate, thus extending links into surrounding areas. A Rapid Transit System (RTS) will serve the existing Cricklewood and additional station, the Market Square, Brent Cross Shopping Centre, the Eastern Lands, and Brent Cross Tube Station. This will provide fast links, interchange opportunities and better integration between public transport modes.

The High Street and improved highway and pedestrian links into neighbouring communities will assist in overcoming barriers to movement and better integrating local amenities. Strategic highway junctions will be improved to accommodate additional vehicle trips.

Buses

The existing Brent Cross bus station is the focal point for many of the existing bus services in north west London. The transport vision seeks to build on this through the provision of new services, enhanced frequencies and improved vehicles on existing services. Brent Cross bus station will be expanded to double its present capacity and include a full range of modern passenger facilities.

A comprehensive and high quality bus network will connect the regeneration area to a wide range of destinations in north-west London and encourage greater use of buses. New routing opportunities will be created by the provision of the A5 bridge and the A41 junction. The improvement to bus services delivered by the transport vision will be able to accommodate the additional 35,800 daily bus trips into the area.

Several possible new services have been identified to serve the regeneration area. The details of the operation of these services will be discussed and agreed with London Buses to provide adequate capacity and maximise the number of people with convenient access by bus from within the surrounding catchment area.

The only bus services currently operating through Cricklewood are on three routes running along Claremont Road. A new spine road to the west of Brent Terrace continuing along the High Street and over the replacement bridge to the town centre on the north side of the A406 North Circular Road presents the opportunity to expand existing routes so they can serve the additional railway station and the adjacent development opportunity areas.

Existing bus routes will be improved as appropriate with higher frequency services and/or higher capacity vehicles to serve existing communities throughout the regeneration area.

A replacement Brent Cross bus station will be constructed. It will be conveniently located to serve the High Street and designed to accommodate the enhanced services that will be provided by the transport vision with capacity to handle passenger volumes allowing for growth over the levels forecast. The bus station will provide an interchange between conventional bus services and the RTS. The layout of the bus station will be agreed with TFL. The RTS route to Brent Cross Underground Station will benefit from an improved underpass under the A41.

Walking distances, between alighting stops and the town centre will be minimised.

An interchange for buses and the RTS will be provided at the additional railway station allowing easy transfer between bus and train and maximising the attractiveness of rail for longer distance journeys.

Main Line Railway Station

An additional railway station will be located to the south-west of the new town centre. The railway station will be part of a public transport interchange with the RTS and bus services.

The railway station will be designed in accordance with modern standards with personal safety and accessibility as high priorities. The railway station will improve access from areas to the west of the regeneration area by the provision of the new bridge over the railway. Bus services planned to stop at the station will serve Cricklewood, Kilburn, the West End, Golders Green, Finchley, Willesden, Wembley, Neasden, Hendon and Edgware.

The railway station will initially be served by 8-car Thameslink trains, but designed to accommodate 12 cars to take advantage of future improved service and capacity enhancements. It is envisaged that at least four trains per hour in each direction will call at the station, increasing to eight trains during peak periods.

The construction of the railway station does not result in technical reasons why trains cannot continue to stop at the existing Cricklewood station.

A proportion of the catchment area of the existing station, particularly to the north may find the location of the new railway station more convenient.

Rapid Transit System (RTS)

The RTS will be distinctively liveried and operate in a complementary way to conventional bus services. It will provide a fast and frequent metro-style turn-up-and-go service with limited stops.

The RTS provides an important function running through the heart of the regeneration area. Its main purpose will be to link the Northern Line at Brent Cross Underground Station with the Midland Mainline at Cricklewood Station via the new town centre. It also provides a fast shuttle along the length of the High Street.

The service will operate with modern low floor and low emission vehicles providing dual entry and exit points.

The service will run mainly on newly constructed or widened roads within the regeneration area to facilitate reliable operation.

Strategic Road Network

The area cannot be developed as envisaged in the Framework unless improvements are made to the strategic highway network. Strategic routes are the M1, A406 and A41. The effective running of traffic on the A406 North Circular Road is key to meeting the aims of the transport vision.

Development proposals must provide additional traffic capacity at the following junctions:

- M1/A406 North Circular Road
- A406 North Circular Road/A5 Staples Corner
- A406 North Circular Road /A41 Hendon Way

TFL is developing the inherited major improvements to the A406 North Circular Road at Brent Street, Henlys Corner and Bounds Green, which will overcome the existing lack of capacity to the east of the regeneration area.

The three junctions do not have spare capacity in peak periods to accommodate additional traffic from the land uses described in the Framework. Proposals have been developed for the M1 and A5 junctions that would remove the existing roundabouts and replace them with traffic signals, segregating major conflicting traffic movements and easing congestion. Significant additional east-west capacity will be created by opening up additional rail arches to vehicular traffic. The A41 mid-level junction will also be improved, and a new junction created on the A41 (near the existing food store) to enable access to the Eastern Lands.

Local Road Network

The configuration of strategic highway routes and railway lines currently limits accessibility by road to the regeneration area. A key objective is to link these areas more effectively with the surrounding network. A series of improvements are proposed to provide better accessibility.

A key proposal for internal traffic circulation is the replacement Tempelhof Bridge. The replacement bridge will provide a link between the two parts of the new High Street north and south of the A406 North Circular Road. The bridge will form part of the RTS route.

The town centre on the south side of the A406 North Circular Road will be accessible from the replacement bridge and the proposed A41 junction, as well as from the south. The High Street (south) will continue via the additional railway station into a spine road running west of Brent Terrace and connecting with Claremont Road in the south. A new bridge over the railway will connect the High Street with the A5 Edgware Road. Two new local access roads will link the High Street with Claremont Road to provide access to the town centre from surrounding residential areas.

Access to the town centre on the north side of the A406 North Circular Road will be rationalised by the provision of a new on-slip direct to the A406 North Circular Road and a link from the A406/A41 mid-level roundabout into a new junction with Prince Charles Drive. The new connections simplify access to the town centre on the north side of the A406 North Circular Road and reduce traffic entering via Tilling Road and Renters Avenue roundabout.

The majority of traffic generated by the Framework proposals will access the strategic network or the A5 directly via existing or new connections described above. A small element of additional traffic will use local distributor roads to access development opportunities and may cause additional problems on the highway network that would need to be mitigated, possibly by road improvements. Proposals have been identified to provide additional lanes at the junction of Claremont Road with the A407 Cricklewood Lane, but other improvements may be necessary.

Capacity restraints will be relieved in West Hendon town centre by the widening of the A5 and junction improvements.

It is important that the proposals within the Framework do not worsen conditions on the local highway network and that any impacts are mitigated.

Such effects are expected to be marginal and will depend upon the precise direction and routing of vehicle trips. This will need to be assessed, as the proposals are developed, and suitable measures incorporated where necessary to mitigate any adverse impacts.

Pedestrian and cycle routes

The transport vision will encourage sustainable walking and cycle travel modes by providing a network of routes within the area and improved links with surrounding communities and transport facilities. The objective of the vision is to increase demand for short to medium length trips by providing attractive facilities for pedestrians and cyclists.

The High Street will create a high amenity pedestrian spine providing connectivity between Brent Cross Underground Station, Brent Cross Shopping Centre, the Market Square, and the new Railway Station. The High Street will connect to the Eastern Lands via a main street which will vary in character and use. New pedestrian footbridges will be constructed over the A41 and A406, and new links from the High Street formed into surrounding residential areas to overcome barriers to movement that currently exist and to encourage sustainable travel. The Town Centre North will become more accessible from neighbouring residential areas and underground stations.

Given the complexity of the existing highway network some footbridges and underpasses will be required. The environmental quality of existing structures will be improved, particularly on routes connecting new development within the regeneration area with surrounding public transport facilities. All new footway and cycleway links will be designed to be safe and secure.

A package of measures designed to encourage cycling by providing clear, more direct and safer links within the new town centre will be implemented. The footways and cycleways will generally run adjacent to the new highway system, but there will also be some separate routes.

Measures will be provided to make walking and cycling more attractive including:

- CCTV and improved lighting at strategic points managed by a central control area
- Cycle parking for visitors and shoppers at prominent positions close to the entrances of individual developments
- Secure cycle parking and shower and changing facilities with lockers for staff that cycle to work
- Promotional campaigns and local information

With the provision of safe and attractive facilities, all localised trips within the regeneration area and its environs will be more attractive on foot or by cycle.

Parking

The following parking standards will be applied to proposals that come forward within the area defined by the Development Framework.

Residential	1 space per unit
B1-B8 Employment	1 space per 300 m ²
Retail and leisure within Town Centre North	7,600 spaces (No further car parking to that currently permitted)
Other town centre retail	As set out within the London Plan
Hotels	1 space per 2 bedrooms, plus 1 space per 5 seats for conference facilities
New Mainline Railway Station	Parking only for disabled passengers and staff and pick up and set down

Community Facilities	1 space per 3-5 Staff
Leisure (excluding Town Centre North)	1 space per 22 m ²
Commercial (Freight and Waste Recycling Facilities)	Operational Parking

These parking standards are appropriate in areas highly accessible by public transport, which will be achieved in the town centre with the improved services described above. The application of these standards will need to be accompanied by complementary on-street controls to prevent displacement into residential areas. Detailed proposals will need to address the effective management of both on and off-street parking in the area.

As development proposals come forward they will need to be supported by comprehensive transport assessments prepared in accordance with best practice.

The Way Forward

This transport vision has been prepared in consultation with key partners with the objective of guiding the preparation of development proposals and supporting infrastructure improvements that will maximise the use of sustainable travel modes and minimise the use of the private car.

Transport assessments will take the transport vision and its principles forward. The transportation assessments should demonstrate that traffic generated by development proposals could be accommodated on the improved highway network without additional delays to traffic.

Where it is not possible to demonstrate that at individual access junctions would be lower with the improvements than otherwise without development proposed within the Framework, it must be shown that excess delays can be mitigated by either of the following:

- further public transport initiatives that will reduce traffic and free capacity for additional development traffic
- measures to encourage greater use of non-car modes or additional parking restraint
- availability of acceptable alternative routes to allow traffic to avoid busy junctions

Strategic junction improvements have been discussed with the Highways Agency and TFL and they have confirmed that there are no significant obstacles to the implementation of the proposals described with the Framework, subject to the further design and safety approvals required before the works and any contingent development are able to proceed.

A comprehensive package of public transport improvements has been formulated. Design and implementation issues will need to be discussed with and approved by the relevant authorities.

6 Design Guidelines

Introduction

This section takes the framework principles established in Section 4 and provides more detailed guidance with regard to design related matters. It describes the proposals as the Council envisage they will be built out over the lifetime of the framework. This section is subdivided into six character areas.

Character Areas

The character areas are illustrated on Figure 24:

- Town Centre North and Brent Cross Square
- Town Centre South and Station Square
- The new bridge over the A406 North Circular Road
- Commercial District
- Residential Quarters
 - 1. Town Centre North and River Brent Corridor
 - 2. Town Centre South – south of the High Street
 - 3. Brent Terrace Corridor
 - 4. West Hendon
 - 5. Eastern Lands
- Freight and waste handling facility

The character areas have been illustrated with a series of sketches, diagrams and sections. These are indicative only and do not represent a particular scheme or project. Photographs of other urban areas have been used to give an indication of the quality and character of development that is envisaged by the Council in the regeneration area.



Figure 24: Character areas

Key	Residential Quarters	Public Spaces
Regeneration Area	Town Centre North	Brent Cross Square
Town Centre North	Town Centre South	Station Square
Town Centre South & Station Square	Brent Terrace Corridor	Office Square
Commercial District	West Hendon	Market Square
Bridge Link	Eastern Lands	Eastern Park
Eastern Lands Main Street & Market Square		Clitterhouse Fields
Brent River Corridor		Brent Terrace Park

Town Centre North Side

Location and Character

This area is focused on land around and to the south of the existing Brent Cross Shopping Centre. The key feature of this area will be to create a pedestrian orientated network of streets and squares that integrates seamlessly with the internal mall of the existing Brent Cross Shopping Centre. The character will be distinctly urban and high density. Substantial new opportunities for development will be



created by the removal of surface car parking and the diversion of the River Brent corridor to the south. The existing road network will be rationalised and Prince Charles Drive will be relocated to the southern boundary of the area creating a car free environment.

At its heart will be the northern section of the new High Street and Brent Cross Square. Immediately to the south, and with direct access to the High Street, there will be a new high quality bus station delivering people directly to the town centre on the north side of the A406 North Circular Road.

Special Features

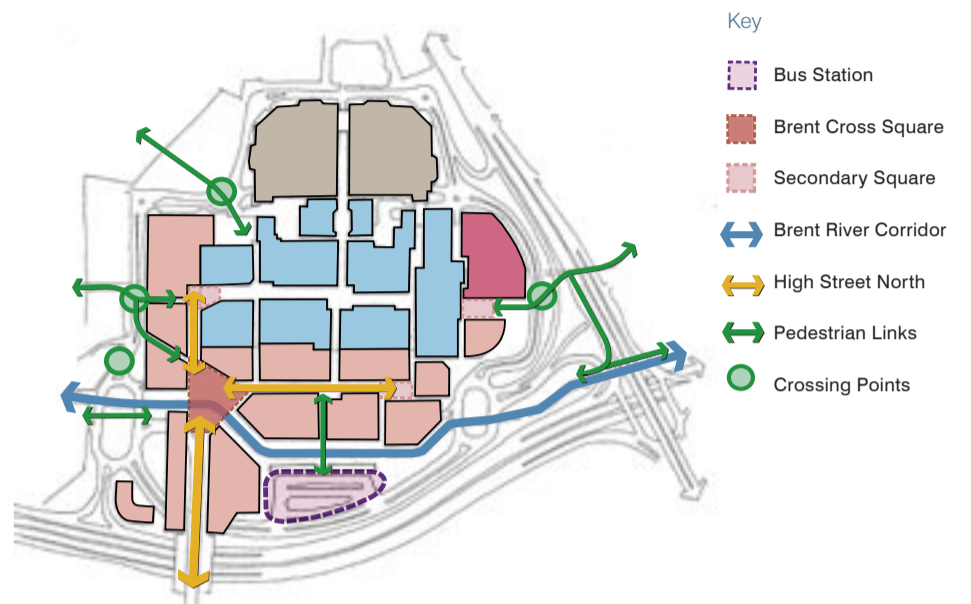
This area has a number of special design features. These may be described as follows:

- The car free part of the High street
- Brent Cross Square
- River Brent Corridor
- Bus Station
- The new bridge over the A406 North Circular Road
- Pedestrian links



These elements form an integral part of the overall movement pattern and public realm network of the Framework. As such, their location is to a large extent fixed. Minor amendments may be made to their boundaries and orientation, but the essential sequence and hierarchy between these elements should not be changed.

The High Street will run east-west through the heart of this part of the town centre. Brent Cross Square will be situated at the western end of the High Street and will provide the principle focus of activity for the area. This will be the point of arrival from the new bridge and the southern section of the High Street. The bus station will be situated immediately to the south of the High Street with a direct north to south pedestrian link to the High Street.



Special features within the town centre north

A level change of some 5 metres occurs in this area. This will need to be sensitively designed to afford pedestrians safe and convenient routes and cater for the mobility impaired.

The River Brent will be diverted around the southern boundary of the High Street and its associated development. It will have an urban feel. It will have a pedestrian/cycle way along its northern boundary with pedestrian linkages back into the new street network. The river corridor will not only provide a new amenity space within the town centre in this area, but will be an important east to west pedestrian link.

In order to improve the pedestrian permeability of this area, all existing access points will be upgraded to provide new paving and lighting. Where possible these will be overlooked by active building frontages to improve safety and encourage more pedestrian activity in the evening. In addition, new pedestrian crossings at street level should be provided where these routes cross the road network. Particular attention should be paid to pedestrian movement around the reconfigured roundabouts.



Sketch view along the High Street

Land Use and Mix

This area will have a mix of land uses with the predominant uses being comparison retail and leisure activities. Other uses will also be provided including cafés, bars, restaurants, offices, some convenience retail development and community uses. These uses should be situated at ground level to create active frontages and encourage activity throughout the day and evening. A more flexible approach can be taken to the location of new offices in this area.

Residential development should be provided above commercial development along the High Street. This will comprise a combination of 1, 2 and 3 bedroom apartments built to a minimum density of 240 units per hectare. A leisure focus will be created around the northern end of the new bridge over the A406 North Circular Road, including a new hotel.

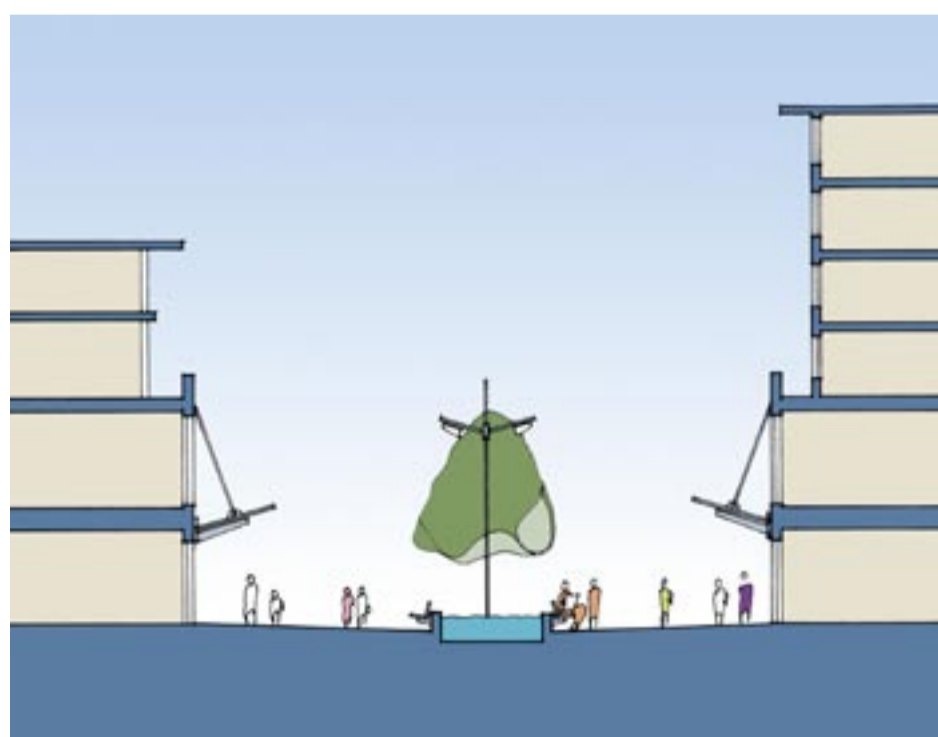


Figure 25: Section through High Street north side

Built Form and Height

The bulk of the development will be integrated with the existing Brent Cross Shopping Centre, creating active frontages to the new street network. A number of new stand alone development plots will also be created to the south of the High Street. Building heights will vary from a minimum of 3 storeys, immediately adjacent to the existing Brent Cross Shopping Centre and up to a maximum of 15 storeys around the new bridge over the A406 North Circular Road.

The new buildings that will be developed next to and integrated with the existing Brent Cross Shopping Centre will be a minimum of 3 storeys, comprising 2 levels of comparison retail floorspace with 1-2 levels of office, and/or storage space above. The key requirement will be to provide sufficient building height to define the northern elevation of the High Street.

Stand alone development plots will normally comprise 2 levels of commercial floorspace with an average of 5 storeys of residential or office development above.

1 or 2 storey pavilion style buildings will be permitted within the urban squares. These buildings should comprise active and public uses, such as cafés or retail outlets.

All buildings will present an active or public façade to the street at ground level, and will be built to the back of the pavement, including areas along Prince Charles Drive and around the bus station. These areas must not be perceived as the back entrances to new development. Special attention must be paid to the public realm where Prince Charles Drive runs underneath the new bridge to create an acceptable, safe and well lit pedestrian environment.

The new Brent River Corridor should be lined with active frontages where it passes through the High Street. The level of the River is lower than the High Street. Development along this edge will need to reflect this, as suggested in the section drawing below. The precise alignment and character of the river corridor will need to be drawn up in consultation with the Environment Agency.

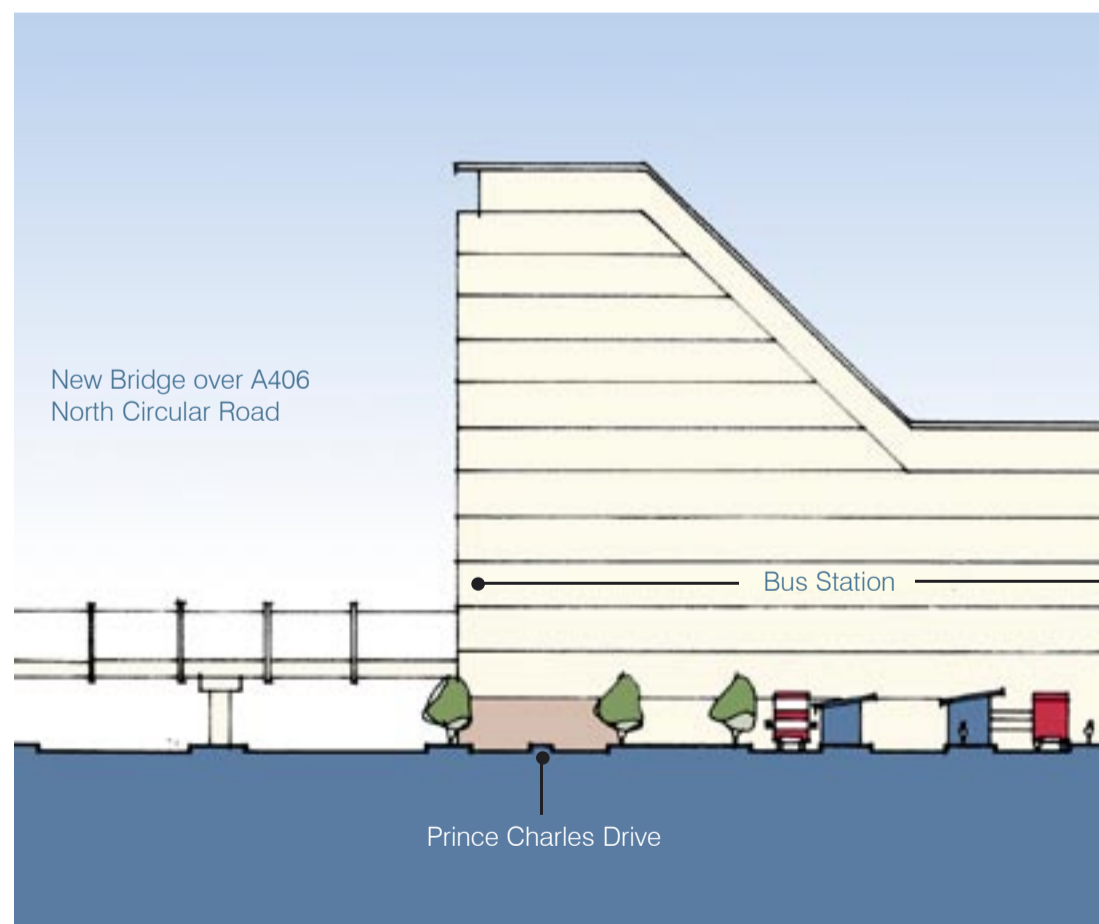
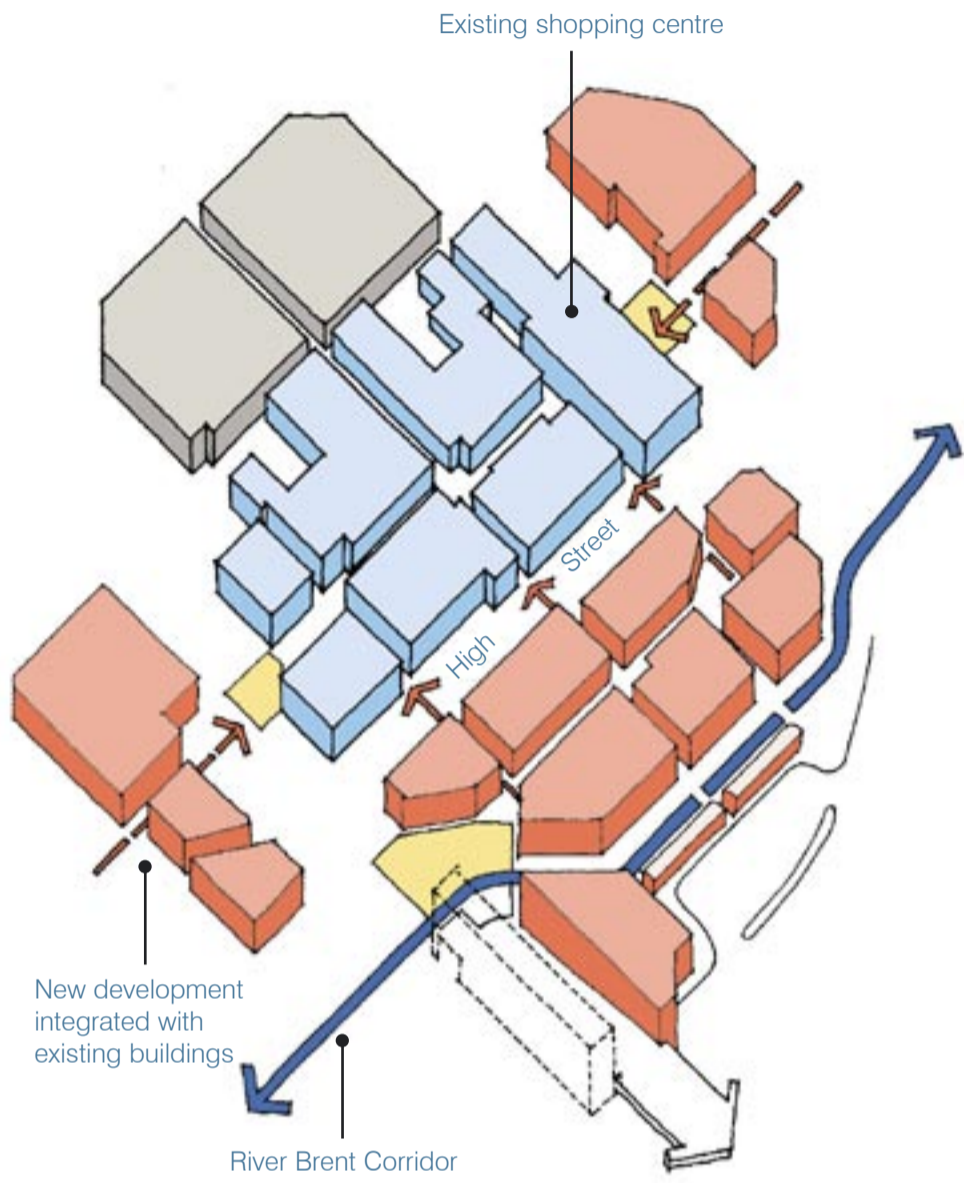


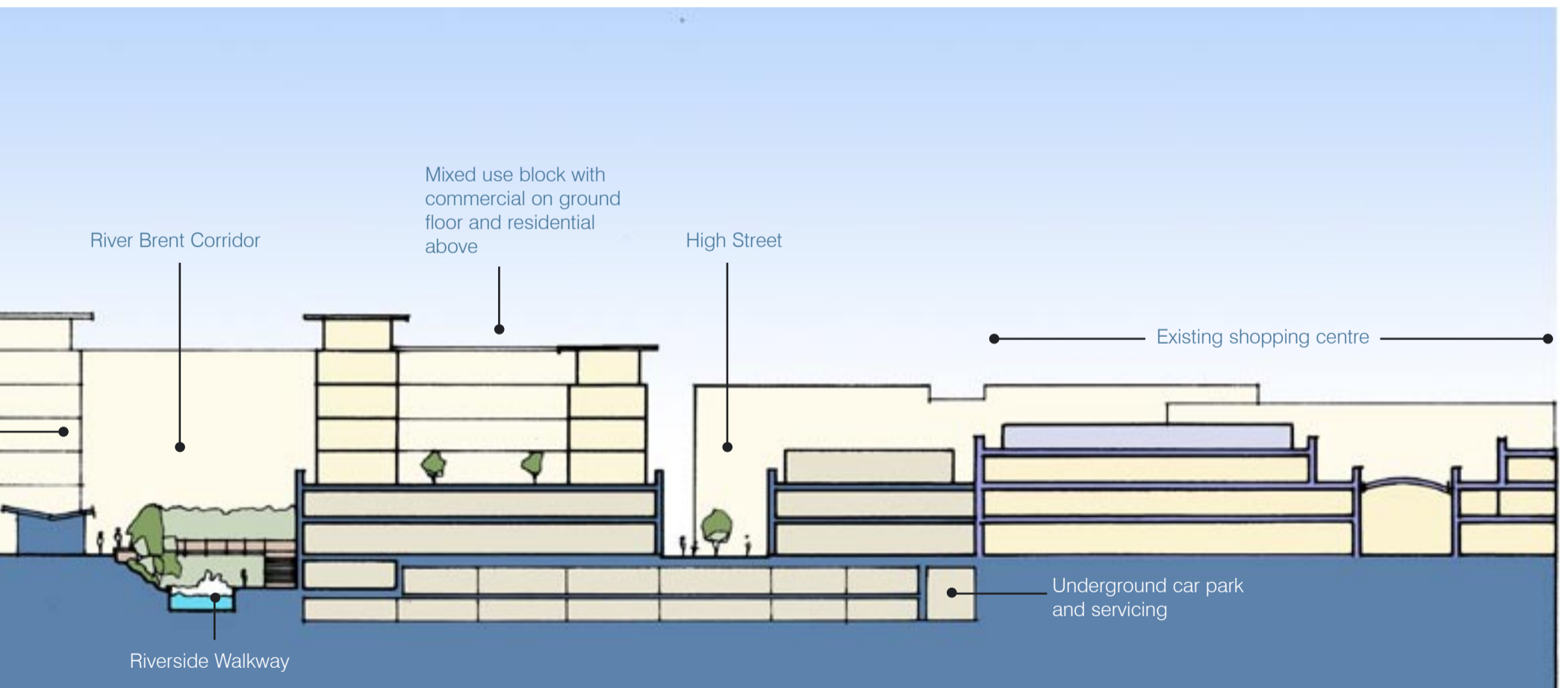
Figure 26: Section through the town centre north side



Existing shopping centre integrated with new development



Sketch view of Brent Cross Square



Access, Parking and Servicing

This part of the High Street is car free and should be of a varying width of 12-18 metres. It is possible to create this car free environment by reconfiguring the existing road layout. Prince Charles Drive will be located to the south running parallel with the A406 North Circular Road. It will provide the primary vehicular and public transport route through this part of the town centre. A new underground car park and service area will be provided to replace the existing surface level car park. A new multi storey car park will be located on the eastern edge of the Brent Cross Shopping Centre to the north of the existing Fenwick Department Store.



Aerial view of the town centre north

Brent Cross Square

- Pivotal point in the town centre north
- A car free pedestrian environment
- Contemporary urban feel and predominantly hard landscaping
- Outdoor performance space
- Clearly defined and enclosed by building frontages
- An active mix of uses at ground level
- Adequate seating and shelter
- High quality materials, street furniture and lighting
- Community facilities should front on to this space
- Change in level of 5m from the new bridge over the A406 North Circular Road requires careful consideration

Key Requirements - Town Centre North Side

Special features

- An integrated network of streets and squares
- A car free High Street running east-west through this part of the development linking into the new bridge over the A406 North Circular Road
- The High Street can vary in width from 12-18m
- A new urban square to link the High Street and the new bridge
- Realignment of the River Brent to the South and a new continuous, publicly accessible riverside walkway
- A new bus station on the southern edge of the development accessed from a relocated Prince Charles Drive

Land use & mix

- Comparison retail shopping
- A varied mix of uses including leisure activities, cafés, bars, restaurants, offices, neighbourhood retail, community uses and a hotel
- Encourage an evening economy
- 1, 2 and 3 bed apartments over commercial development to a minimum density of 240 units per hectare
- A leisure focus at the northern end of the new bridge over the A406 North Circular Road

Built form & height

- Existing shopping centre to be integrated with new outward looking development
- Building heights from a minimum of 3 storeys adjacent to existing centre
- General building heights to be a minimum of 5 storeys
- Taller buildings will be allowed adjacent to the new bridge over the A406 North Circular Road
- Buildings to present an active frontage and have their principle entrances from the High Street and Brent Cross Square
- Buildings will abut the back of the pavement to provide a sense of enclosure to the street

Access & parking

- Removal of surface car parking
- Provision of multi-storey car parking
- Provision of underground car park and servicing area
- Realignment of Prince Charles Drive
- Improvements to west and east roundabouts

Public Realm River Brent Walkway

- An urban character for the walkway where it runs through the town centre High Street
- A pedestrian/cycle walkway a minimum of 2.5m wide along at least one of the banks
- Softer edges to encourage natural habitats and create a wildlife corridor, where appropriate
- Pedestrian/cycle links where street network crosses river, minimum 3m wide
- Imaginative design and lighting where river passes under roadways
- High quality materials, street furniture and lighting
- Seating areas

Town Centre South Side

Location and Character

This character area is located on land to the south of the A406 North Circular Road focused around the southern part of the High Street and the new Station Square. A key feature of this area will be the creation of a vibrant, mixed use part of the town centre. This will be a focus of activity for the new residential quarter and the commercial district situated to the south and north respectively. The High Street in this area is not car free. It will provide a vital public transport and vehicular connection through this part of the town centre. However the character of the High Street will need to be pedestrian orientated, with generous pavements and a high quality public realm. The character will be high density and distinctly urban in feel with ground floor active uses enlivening the streetscape and providing activity throughout the day and evening. A new Market Square will be the focal point in the town centre on the south side of the A406 North Circular Road. Around this a number of land uses will be concentrated to ensure that the Square is vibrant and well used. The Market Square will form the hub of the new town centre on the south side of the A406 North Circular Road in advance of the completion of the commercial district and the railway station.



Key plan town centre south
(red star denotes Station Square, blue star denotes Office Square, purple star denotes Market Square)

Special Features

The special design features for this area are as follows:

- The southern section of the High Street
- Station Square and pedestrian bridge over the railway line
- The railway station
- The new bridge over the Midland Mainline Railway
- A new Market Square
- A new main street running east-west through the new Square

These features form an integral part of the overall development, movement patterns and public realm network. As such, the location is to a large extent fixed within the Framework. Minor amendments may be made to their boundaries and orientation, but the essential sequence and hierarchy between these elements should not change.

The High Street will run east-west through this part of the town centre. Station square will be situated at the western end and will provide the primary arrival point and focus of activity for the area. The High Street will be a maximum of 26m wide to accommodate 2 carriageways of 7.3m each, a central reservation of 1-2m and two generous pavements of a minimum of 3.5m on either side. A dedicated bus lane and cycle lanes will need to be provided. The street should incorporate trees and soft landscaping.

A new safe, well lit and attractive pedestrian bridge with 24 hour public access should be provided over the railway providing access to the station and the town centre from existing areas to the west and Edgware Road.

The eastern end of the High Street will turn northwards to connect into the southern section of the new bridge over the A406 North Circular Road. The primary pedestrian and cycle link to Claremont Avenue to the south east will also connect at this point. This important junction should be clearly defined by the built form to create a small public space.

The movement sequence should provide clear, safe and direct access for pedestrians and cyclists from existing residential areas on Claremont Avenue to the new bridge and the facilities north of the A406 North Circular Road. The primary aim will be to encourage pedestrian and cyclists to use this infrastructure and in doing so reduce the reliance on the private car wherever possible.

Land Use and Mix

This area will have a varied and rich mix of uses reflecting its location in the town centre. The uses will be complementary to those on the north side of the A406 North Circular Road. These will include hotels, leisure, office, residential, convenience retail, cafés, bars, restaurants, live work space, cultural and arts activities. It is assumed that the predominant land use adjacent to the new railway station will be commercially orientated (see commercial district) with a higher proportion of residential development to the south of the High Street (see residential quarters).

Station Square will be the focus for larger scale commercial uses such as hotels, leisure and some convenience retail. Smaller scale active uses should also be integrated at street level along the High Street and around Station Square.



Built Form and Height

The built form will be created around a traditional pattern of streets and squares. The key requirement will be to provide sufficient building height to clearly define and enclose the High Street and Station Square. Buildings in this location should typically have a minimum height of 6 storeys. Landmark tower(s) of 15 storeys and over (refer to section 4 for strategic building height profile) will be encouraged around Station Square and the eastern end of the High Street, where it turns northwards towards the new bridge over the A406 North Circular Road. Careful consideration should be given to the siting of taller buildings so as not to have an adverse impact on the micro-climate, sunlight and wind exposure to Station Square.

Buildings will present an active frontage to Market Square and have their primary entrance from the High Street and Station Square. Buildings should be built abutting the back of the pavement to provide a sense of enclosure to the streets.

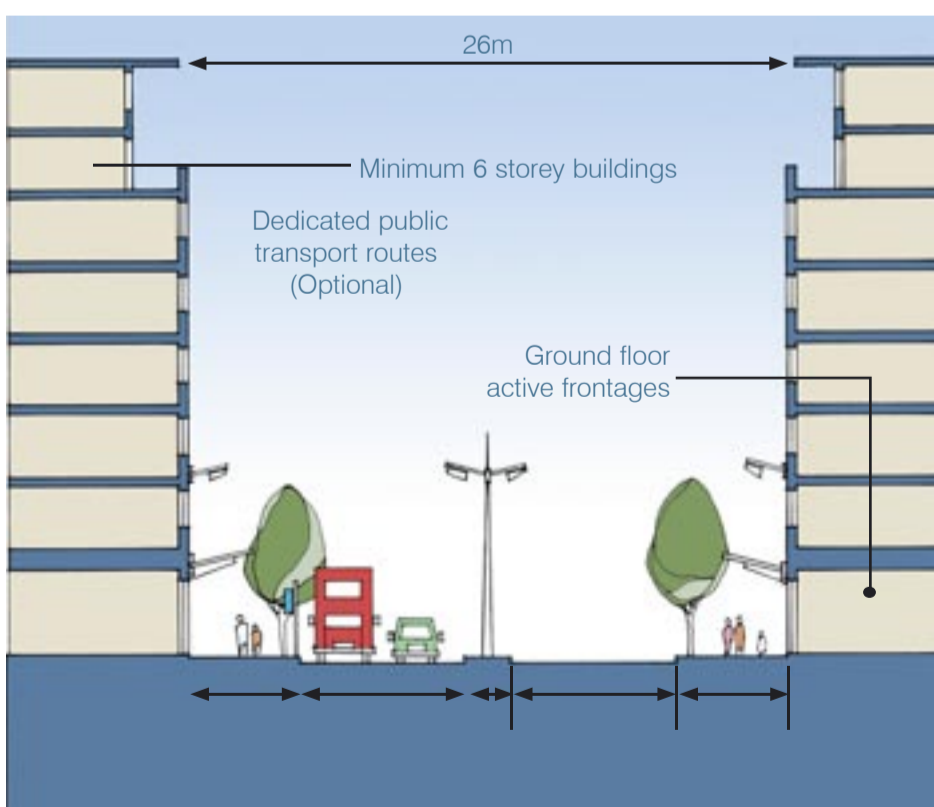
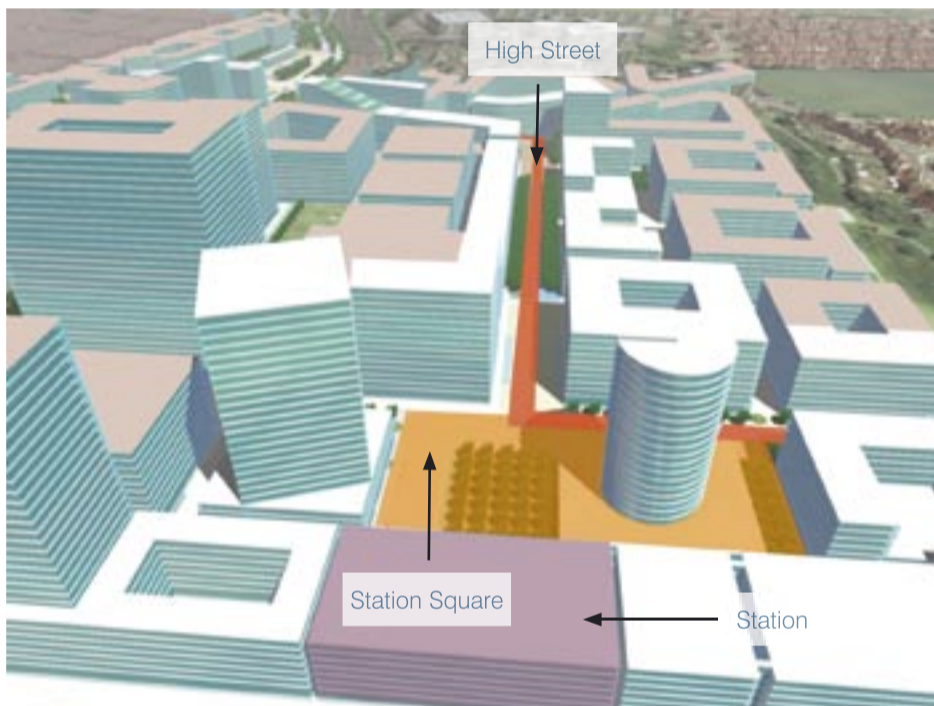


Figure 27: Section through the High Street - town centre south side

Key Requirements - Town Centre South Side

Special features

- An integrated network of streets and squares
- A High Street running east-west through the heart of the development connecting to the new bridge link over the A406 North Circular Road
- The High Street will be approximately 26m wide to accommodate 2 carriageways of 7.3m each, a central reservation of 1-2m and 2 generous pavements of 3.5 - 5m on either side
- A new Station Square at the western end of the High Street by the new railway station
- Improved pedestrian links to Brent Cross Underground Station
- The viability of a dedicated bus lane and cycle lane should be investigated

Land use & mix

- A varied mix of uses reflecting its town centre location including hotels, leisure, office, residential, neighbourhood retail, local foodstores, cafés, bars, restaurants, live work space, cultural and arts activities
- Active mixed use frontages
- 1 and 2 bed apartments over commercial development to a minimum density of 240 units per hectare
- Station Square would be the focus for larger scale commercial uses such as hotels, leisure and local foodstores
- Market Square would incorporate a number of land uses, including community and civic uses.

Built form & height

- Buildings heights of a minimum of 6 storeys
- Landmark towers will be permitted around the station provided they are of high architectural quality
- Buildings will present an active frontage and have their principle entrances from the High Street and Station Square where possible
- Buildings should be built abutting the back of the pavement to provide a sense of enclosure to the streets

Access & parking

- A dedicated public transport route along the High Street should be investigated
- Parking will be provided in underground car parks
- Service yards will be located away from pedestrian routes and public realm spaces

Public Realm

Station Square & Market Square

- An activity focal point and 'address' for the town centre south side
- An urban feel with a combination of hard and soft landscaping
- Clearly defined and enclosed with building frontages
- Careful consideration to be given to the siting of adjacent tall buildings so as not to affect adversely the microclimate within the square
- Adequate seating
- High quality materials, street furniture and lighting
- Use of semi-mature and mature planting to create permanence from the outset
- Transport interchange for buses, taxis and the new station
- An activity focal point and address for the town centre on the south side of the A406 North Circular Road in advance of the completion of the Commercial District

The New Bridge Over the A406 North Circular Road

Location and Character

The success of the new town centre will depend upon the ability to vastly improve accessibility throughout the regeneration area. The A406 North Circular Road is both a gateway to Barnet and a constraint if the severance that it creates cannot be overcome. This reinforces the need to improve north-south connections. The replacement of the existing Tempelhof Bridge is therefore a fundamental requirement of the Development Framework. The existing bridge is inadequate both in terms of its capacity to accommodate increased levels of all forms of movement, its visual appearance and its unfriendly user characteristics for both vehicular and non vehicular movement.

A new bridge is therefore required. The new bridge should be of generous proportions, creating new pedestrian walkways and cycle paths. A dedicated public transport route should be investigated. The design of the bridge should be such that it provides a sense of continuity through the town centre and links together the northern and southern ends of the High Street. It will also be a prominent landmark with symbolic importance uniting the land north and south of the A406 North Circular Road. At such a prominent location, it will play a large part in signalling the gateway to London as part of the regeneration of the area.

New buildings in this location are to be brought closer to the A406 North Circular Road to minimise the actual and perceived length of the bridge and to encourage greater pedestrian use.

Special Features

This area has a number of special design features.

The location of the bridge is constrained to the west by the headroom required over the exit ramp from the M1 motorway and to the east by the position of the existing Holiday Inn building. This, combined with the level changes and the position of the bus and railway stations in the Development Framework has determined the route of the High Street. The bridge is a transitional element in this, so its location in broad terms is fixed within the Framework.

The new bridge will need to be approximately 25 metres wide to accommodate 2 carriageways of 7.3m each, a central reservation of 1-2m and two generous pavements of a minimum of 3.5-5 metres on either side. Dedicated pedestrian and cycle paths will need to be provided.

In order to provide protection from the wind, noise and rain, partially covered or at least screened pedestrian areas should be explored.

Built Form

Whilst the bridge itself has no land use designation, the built form on the approaches to it must be considered carefully in order that the land on the north side of the A406 North Circular Road and land on the south side of the A406 North Circular Road is integrated as a united town centre. Buildings on the approach to the bridge must be tall enough to help enclose the space between either side of the bridge and provide visual reference points from the High Street. Consequently, there is an opportunity to develop buildings



Key Plan New Bridge
(red star denotes Station Square, blue star denotes Office Square, purple star denotes Market Square, grey star denotes Brent Cross Square)

of between 10 and 25 storeys in height in this area (refer to section 4 for strategic building height profile).

The detailing of the ground floor of these buildings is of particular importance in trying to ensure the continuation of activity and character across the A406 North Circular Road. The distance between active frontages on either side of the bridge should be as close as possible, minimising the visual and perceptual effect of the break due to the infrastructure.

Careful consideration must be given to the detail design, materials and lighting of the bridge to create an attractive, high quality safe public realm to encourage people to use the bridge during the day and evening.

New Bridge over the A406 North Circular - Key Requirements

Special features

- Connection to the High Street on either side of the A406 North Circular Road
- 'Landmark' design for the new bridge to give identity to the area
- Partial enclosure to footways to shelter pedestrians from weather and traffic noise
- It is likely that the existing Tempelhof Bridge will need to remain operational until the new bridge is constructed
- A dedicated public transport route should be investigated
- Dedicated pedestrian and cycle paths

Built form

- Building heights of 10 storeys at each end of the new bridge
- Landmark tower adjacent to the new bridge on the north side
- Buildings to close the gap between either side of the A406 North Circular Road
- Buildings will present an active frontage on approach to the bridge

The new bridge to the A5 Edgware Road will need to meet similar standards of design quality.

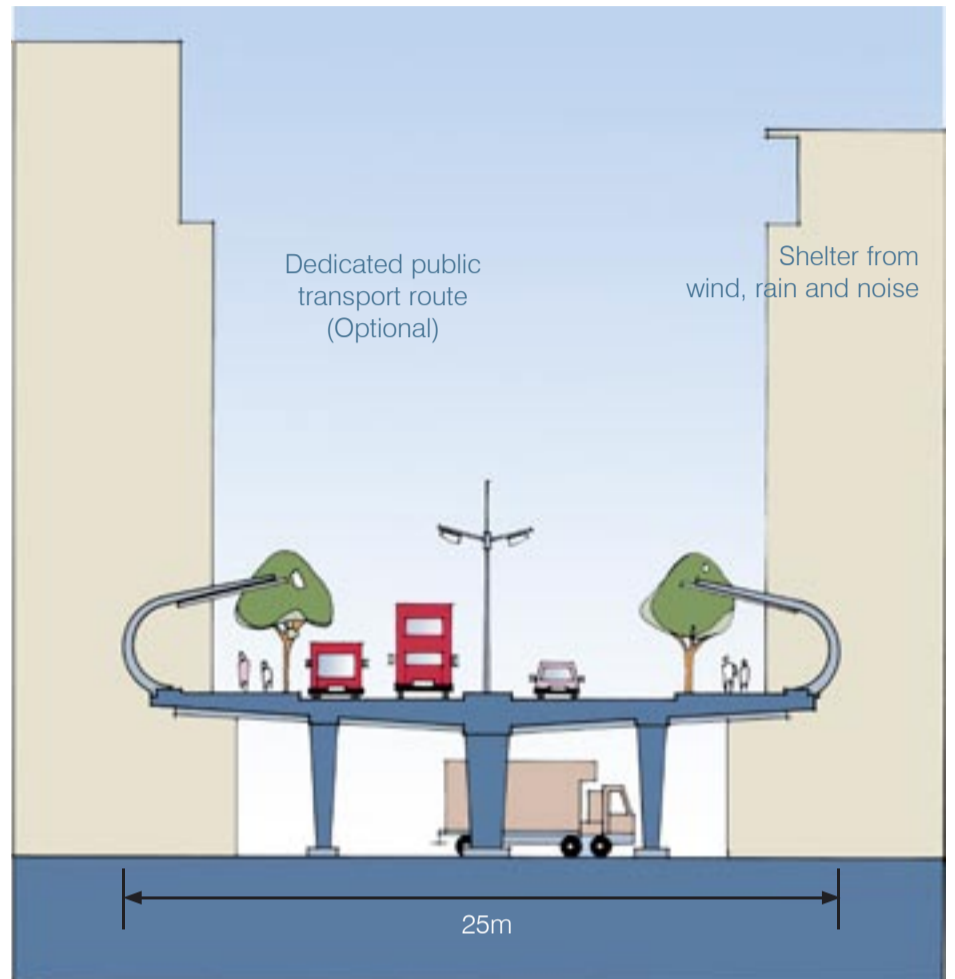


Figure 28: Section through bridge on the A406 North Circular

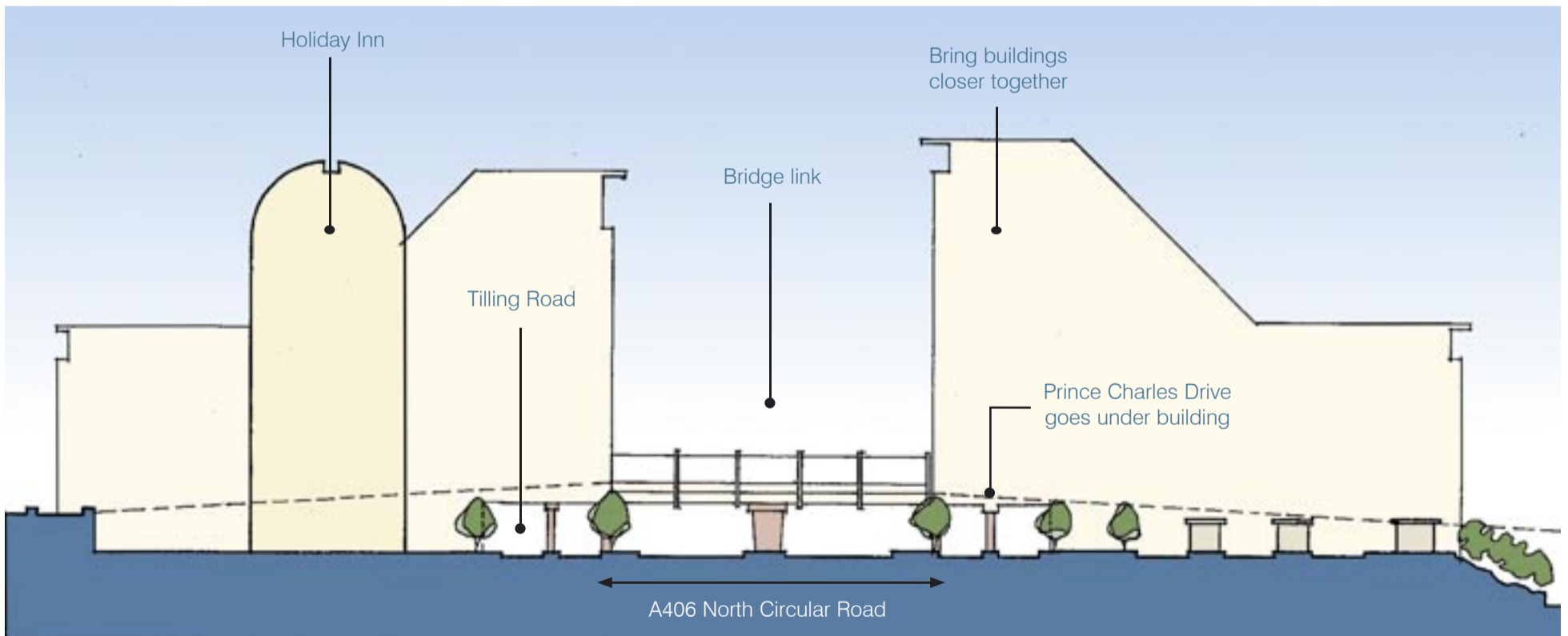


Figure 29: Section through A406 North Circular Road towards bridge link

Commercial District

Location and Character

The new commercial district dominates the southern part of the new town centre, (south of the A406 North Circular Road). This area will provide the primary business address within the regeneration area. Whilst this area is closely related to the High Street and new railway station, it should form a distinct character area in its own right, focused on a distinctive high quality public square. An urban feel should prevail with a traditional street pattern to include generous pedestrian areas and public art throughout.



Key plan Commercial District
(red star denotes Station Square, blue star denotes Office Square, purple star denotes Market Square)

Special Features

This area has a number of special design features and these may be described as follows:

- A central office square
- Direct pedestrian connections to the railway station and the High Street
- Direct pedestrian connections to the new bridge over the A406 North Circular Road

Office Square, as the focal point of the district, should be roughly in the centre of this area, and at least one urban block removed from the High Street in all directions. The location of other elements is entirely flexible within the character area, providing an adequate system of circulation and building frontage to key public spaces is provided.

The street network should create safe and direct access for pedestrians from the railway station, the High Street and the bridge over the A406 North Circular Road.



Land Use and Mix

This area will be predominantly office accommodation and will include a multi-storey car park. Office buildings should have the flexibility to accommodate minor elements of mixed-use such as bars, restaurants and office support services at ground floor level in the streets running off the High Street.

Built Form and Height

This character area forms the frontage of the development to the M1 motorway junction. Particular attention should therefore be paid to the built form of development in this location. Architectural detailing should treat this as another street frontage and new buildings should not turn their back on the A406 North Circular Road. As a gateway site to London this location provides an opportunity for the tallest buildings in the regeneration area, as part of a cluster of buildings to provide a visual marker particularly on the view corridor looking south along the M1 motorway. This will signal the entrance to London as well as the significance of the new town centre (refer to section 4 for strategic building height profile).

Other office buildings should be arranged around a traditional pattern of streets and the Office Square. A series of smaller pedestrianised public spaces may also be incorporated into the street network. Buildings will be required to provide sufficient height to define and enclose these streets and spaces with a minimum height of 6 storeys.

All buildings within the area should present a public façade to the street and properties around the Office Square should have their main entrances on to the Square. Buildings should be built to the back of the pavement, with no private forecourt or setback. This will give a sense of enclosure to the streets.

The junction of the High Street with the new bridge on this side of the A406 North Circular Road requires careful attention. This will be an area of great activity with a number of functions.

Key Requirements - Commercial District

Special features

- An integrated network of streets and squares
- A new Office Square in the centre of the district
- Direct pedestrian links to the railway station, the High Street and the new bridge over the A406 North Circular Road
- A landmark building adjacent to the A406 North Circular Road
- Improved pedestrian links to Brent Cross Underground Station

Land use & mix

- Predominantly office accommodation with flexible ground floor units to allow mixed-use active frontage at key locations

Built form & height

- Buildings heights of a minimum of 10 storeys
- Iconic buildings at the junction with M1 and frontage to A406 North Circular Road
- All buildings to present an overlooking frontage and have their main entrances from the street and the Office Square
- Buildings should be built abutting the back of the pavement to provide a sense of enclosure to the streets

Access & parking

- Parking will be provided in underground and multistorey car parks
- Service yards will be located away from pedestrian routes and public realm spaces

Office Square Public Realm

- Activity focus and high quality address for the district
- Located in the heart of the district at least one block from the High Street in all directions
- Contemporary hard landscaping
- Principal entrances of buildings should front on to the Square
- Seating, public art and lighting required

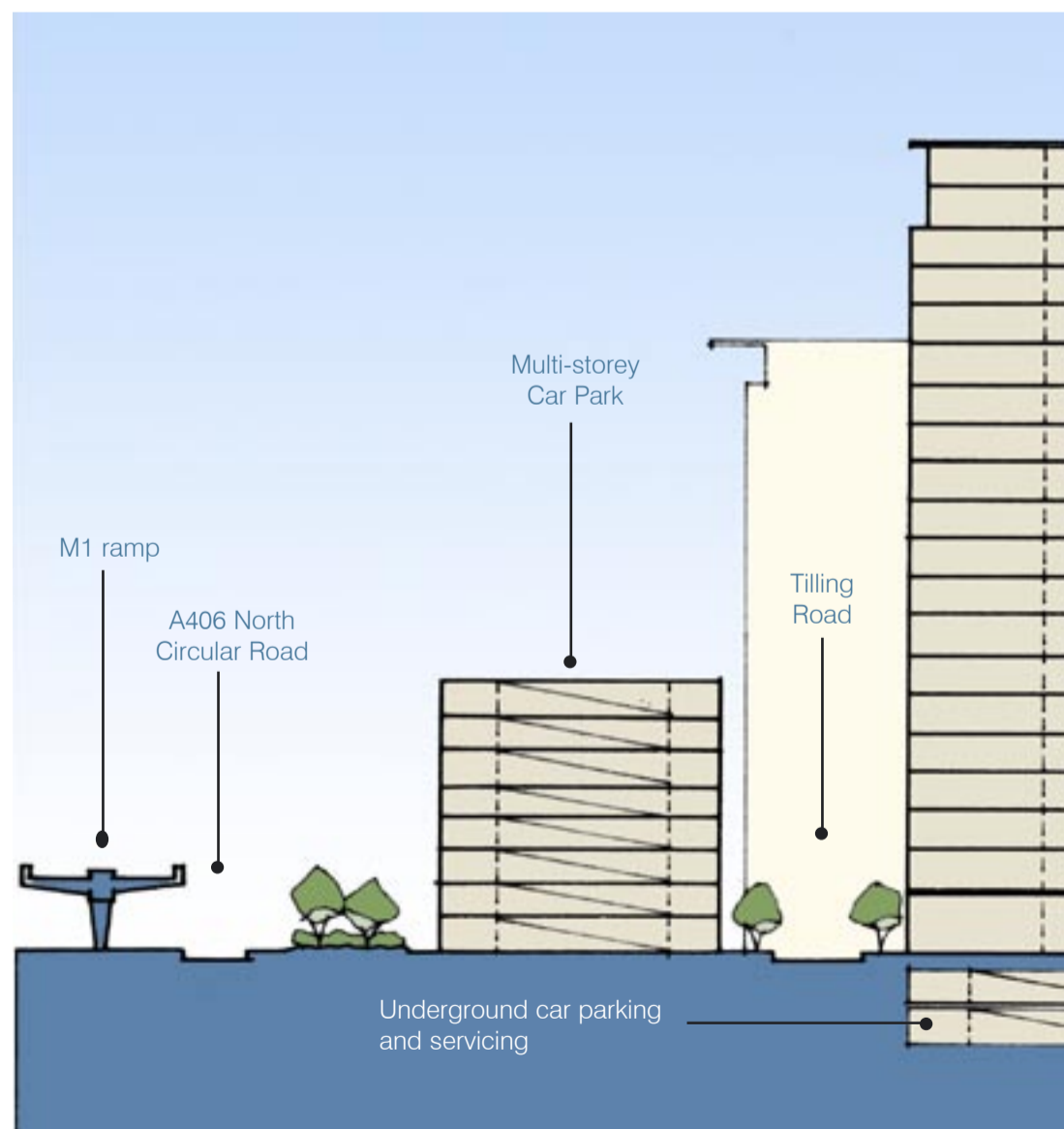
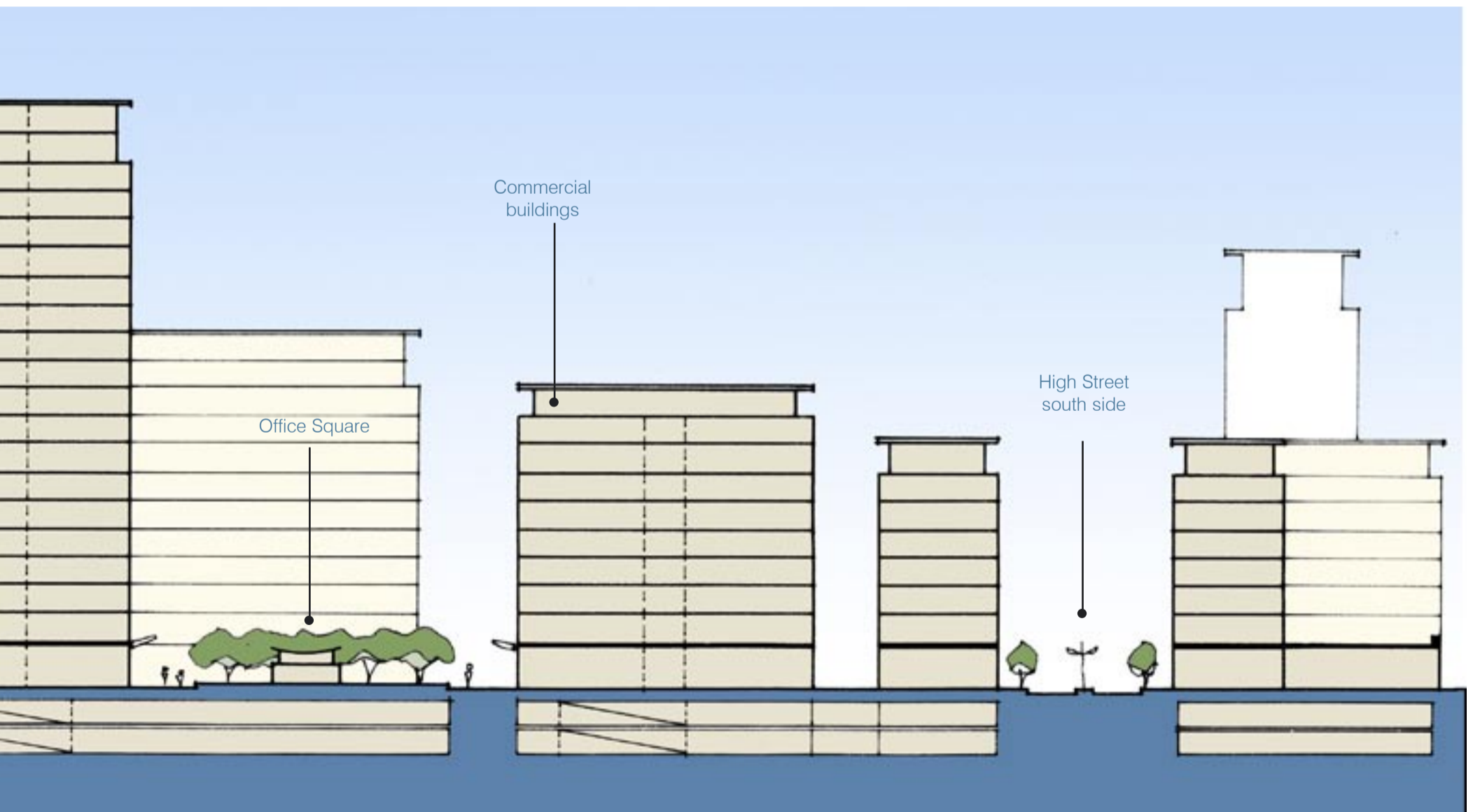


Figure 30: Section through commercial district

Access, Parking and Servicing

The primary vehicular access to the business district will be from Tilling Road. Due to changes in level, it is unlikely that a vehicular route to the High Street will be possible. A fully connected network of routes should be provided linking the area with the High Street, the bridge, the new railway station and the residential quarter, providing full pedestrian permeability into and through the area.

Parking will be provided in basement car parks across the character area, which will also allow for service access. A multi-storey car park should also be provided close to the site entrance from the reconfigured M1 motorway junction.



Residential Quarters

Location and Character

There are 5 distinct residential quarters. These are identified on Figure 24 and may be described as follows:

- Town Centre North and River Brent Corridor
- Town Centre South – south of the High Street
- Brent Terrace Corridor
- West Hendon
- Eastern Lands

This section should be read in conjunction with Section 4 which sets out the residential densities and typologies across the Development Framework.



Key plan town centre north residential quarter (grey star denotes Brent Cross Square)

Town Centre North and River Brent Corridor

A new residential quarter will be located immediately to the west of the town centre north and will be focused around the River Brent Corridor. Development will comprise a mix of units including:

- Family housing at a density of 50-100 units per hectare
- 1,2 and 3 bed apartments at a density of 200-435 units per hectare

Three storey family housing will be situated around the boundary of the quarter backing onto existing residential back gardens and forming a transition between existing 2 storey houses and the higher density development proposed within the town centre.

Higher density apartments will be located to the south of the River Brent. Building heights will range from a minimum of 5 storeys on the south side of the river to a maximum of 15 storeys adjacent to the A406 North Circular Road. Development will be situated around a private central communal courtyard. Family housing will have private gardens and apartments will have a combination of balconies and roof terraces in addition to sharing central courtyard spaces.

Due to the proximity of the heavy road infrastructure, properties should be designed in such a way as to minimise any noise and air quality impacts from the road and positioned in such a way as to create a high quality central courtyard space.

Through the heart of the development will be the Brent River Corridor and public walkway. Residential development should not turn its back to the river but should embrace it as an integral design feature. However care should be taken to provide adequate privacy and security for ground floor properties. Public access to the river will be increased. A management plan will be required to balance conservation and ecological interests with increased public accessibility.

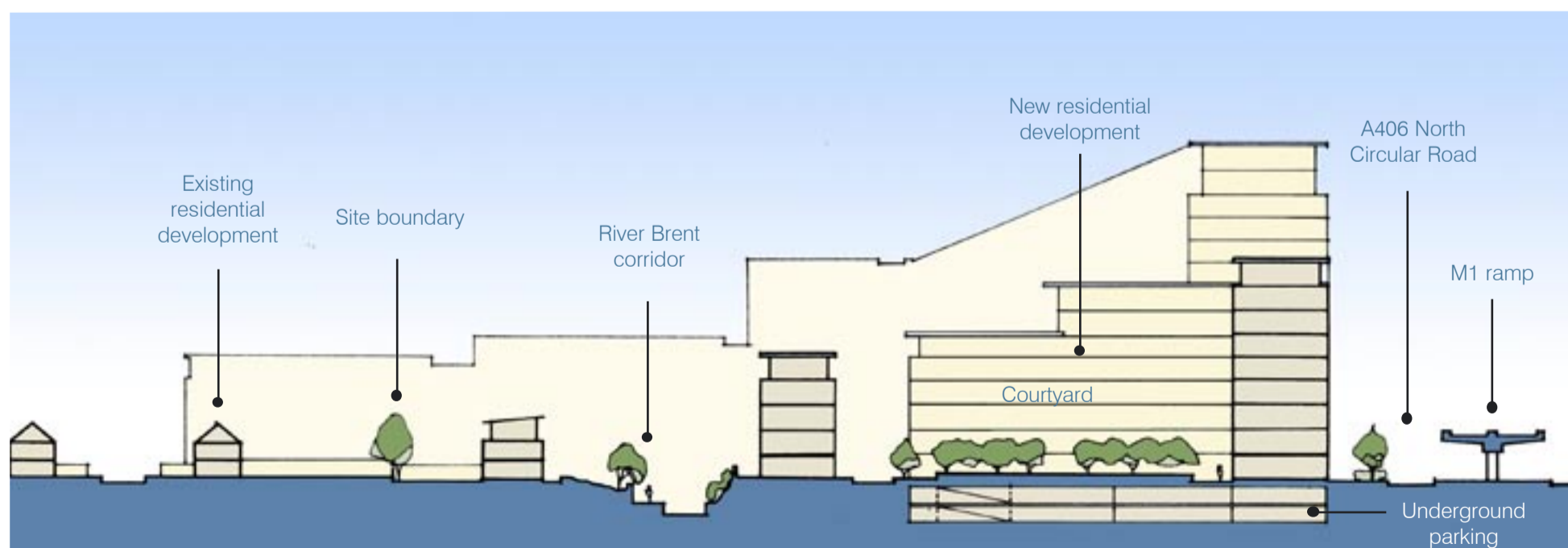


Figure 31: Section through residential quarter in town centre north

Residential Quarters - Town Centre North and River Brent Corridor

Key Requirements

- 3 storey family housing at 50-100 units per hectare, with parking provided in secure parking courtyards, on street or in integral garages.
- 5-15 storey 1,2 and 3 bed apartments at a density of 200-435 units per hectare with underground or undercroft parking
- Mitigation measures against noise and air quality impact of road infrastructure
- Brent River Corridor should be an integral part of the design
- A courtyard setting
- Pedestrian connection with the existing footbridge on the M1 motorway junction
- Surface level pedestrian footpath and crossing points to town centre
- A management plan for the River Brent Corridor.

A pedestrian link from the existing pedestrian footbridges on the M1 roundabout should be provided through the development, via the river corridor to provide direct and convenient pedestrian access to the town centre. A pedestrian footpath and surface level pedestrian crossing points will provide a safe and convenient connection between the residential development and the mixed use facilities within the remainder of the town centre.

Parking for apartments will generally be provided in underground car parks with some surface parking for visitors. Parking for private family houses should be provided either on street, in adjacent off-street spaces, or within secure private parking courtyards.

Figures 32 and 33 illustrate the design intent for the River Brent Corridor.



Figure 32: River Brent Corridor

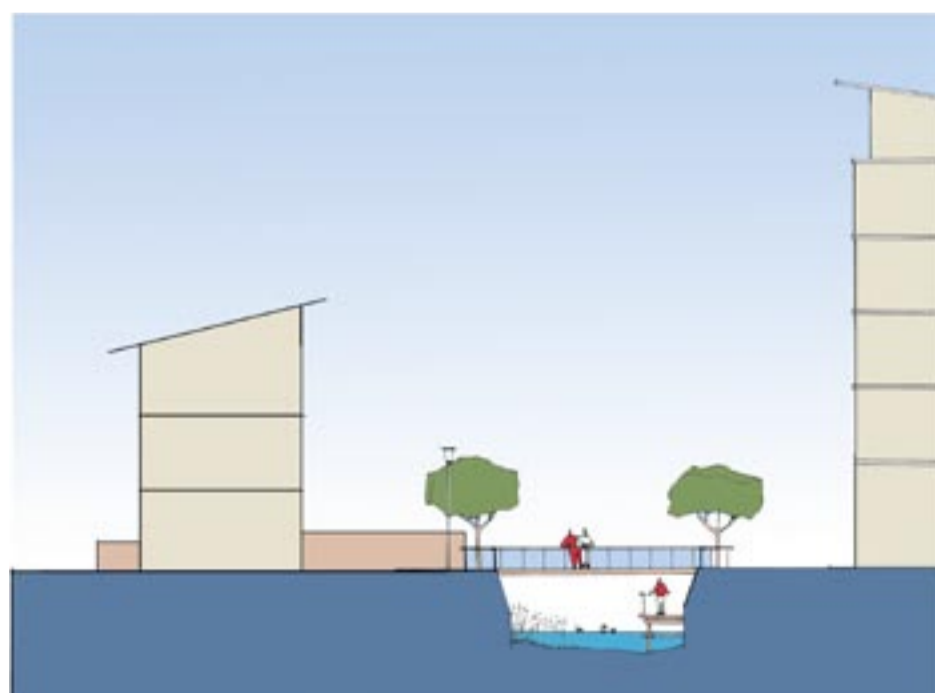


Figure 33: River Brent Corridor

Town Centre South Residential Quarter



A new residential quarter will be located immediately adjacent to the High Street in the town centre south. The section below illustrates the key design principles.

Development will predominantly comprise a mix of 1, 2 and 3 bed apartments at a density of 200-435 units per hectare.

Development will vary in height from a minimum of 6 storeys up to a maximum of 15 storeys. The built form will largely be arranged in perimeter style blocks within an interconnected pattern of streets. At the heart of these blocks will be semi-private and private courtyards.

Private open space will be provided in a combination of private gardens, large balconies, terraces and roof terraces.

A pedestrian and cycle path will be provided through the heart of the area making a link from Claremont Road to the High Street and the new bridge over the A406 North Circular Road.

Whilst this area will be predominantly residential, ground floor mixed uses will be situated along the frontage to the High Street and at the junction with Claremont Avenue.

On the eastern boundary of this area is the existing Clarefield Park. It is proposed that the facilities of this existing park will be reprovided in new locations as part of the Public Open Space Strategy in consultation with the local community. One of the key design principles will be to ensure that new development fronts onto and overlooks the park.

Key plan town centre south residential quarter (red star denotes Station Square, blue star denotes Office Square, purple star denotes Market Square)

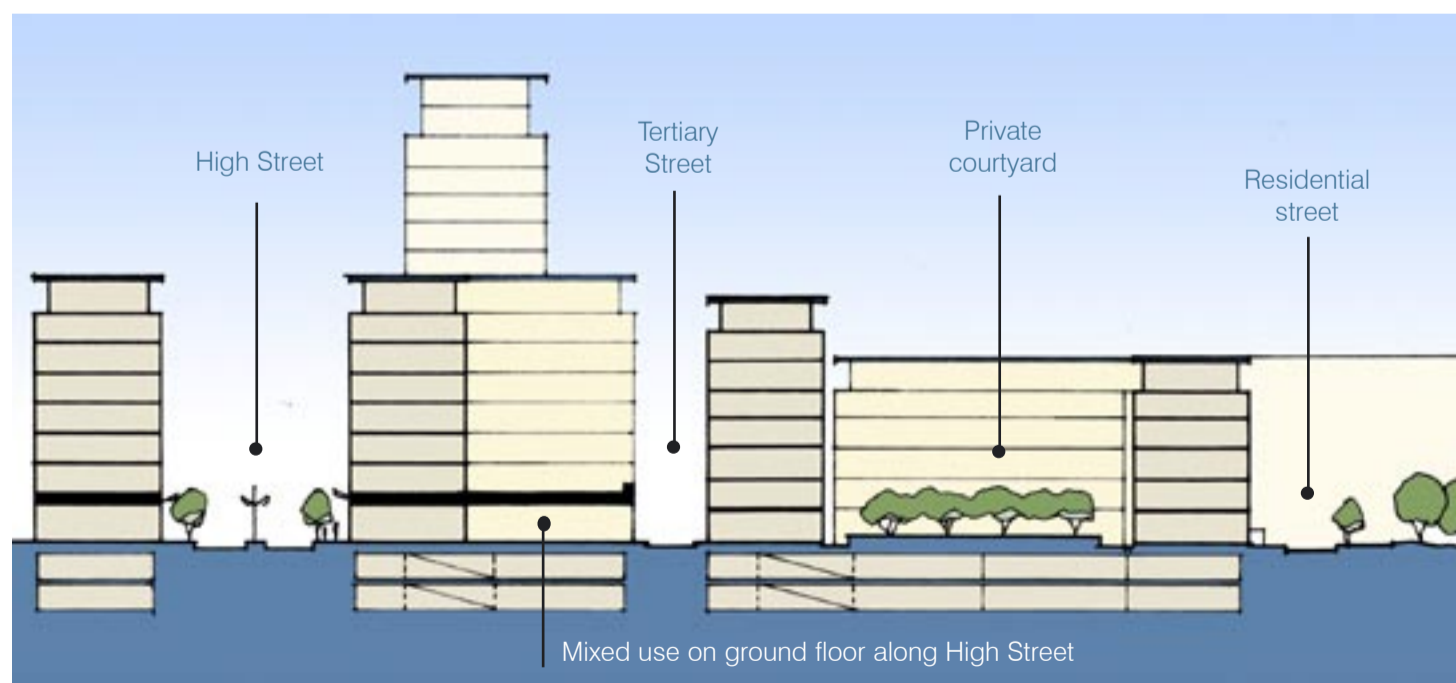


Figure 34: Section through residential quarter in town centre south

Residential Quarters - Town Centre South

Key Features

- 6-15 storey 1,2 and 3 bed apartments at a density of 200-435 units per hectare with underground or undercroft parking
- A mix of uses at ground floor level along the High Street and the junction with Claremont Avenue
- An interconnected series of streets with clear linkages to the High Street, the railway station and Claremont Road with links on to Brent Cross Underground Station
- Pedestrian/cycle path from Claremont Road to the High Street and the new bridge over the A406 North Circular Road
- Private balconies, terraces and roof terraces
- Private, semi private central courtyard spaces
- Eastern Park fronted onto and overlooked by residential property

Clitterhouse Fields

Key Requirements

- To be redesigned in consultation with the local community
- A range of new facilities including sports pitches; community gardens and casual recreation areas for toddlers and teenagers, multipurpose sports courts; improved tree planting; and a new pedestrian and cycle network.
- New changing room facilities, maintenance store and car parking

Clarefield Park

Key Requirements

- The facilities of the existing park will be reprovided as part of the Public Open Space Strategy in new locations in consultation with the local community.



Brent Terrace Corridor Residential Quarter

A new residential quarter will be created around the new linear park and the existing Brent Terrace, extending via the new road bridge over the railway line to the Edgware Road. The section below illustrates the key design features which can be described as follows.

Development will comprise a mix of units including:

- Family housing at 50-100 units per hectare
- 1,2 and 3 bed apartments at a density of 200-435 units per hectare.

Three storey family housing will be situated to the east of Brent terrace backing onto existing residential back gardens and forming a transition between existing 2 storey houses. Parking will be provided in a combination of on-street parking and underground or undercroft parking. Development is proposed in two areas of triangular scrubland. These areas will be developed for family housing. Pocket parks with childrens' play facilities will need to be included in these locations. The pocket parks will be accessible to the general public.

Higher density apartments will be located to the west of Brent Terrace Park and will be set back a minimum of 60 metres from the existing houses. Building heights will generally range from 4-8 storeys with taller buildings to a maximum of 20 storeys adjacent to the railway line. Care should be taken in the positioning of taller buildings so as not to impact adversely on the microclimate for adjacent lower density properties.

All family houses will have private gardens and apartments will have a combination of balconies or roof terraces in addition to sharing the central courtyard space. At the heart of this area will be Brent Terrace Park. This will be the open space focus and will be fronted onto and overlooked by residential properties.

Due to the proximity of the heavy rail infrastructure, properties should be designed to minimise any noise and air quality impacts and positioned to create a high quality central courtyard space.

The High Street also runs through the heart of this area and will be clearly defined on its western edge by development frontages.

Residential Quarters – Brent Terrace Corridor

Key Requirements

- 3 storey family housing at 50-100 units per hectare, with parking provided in secure parking courtyards, on street or in integral garages.
- 4-20 storey 1,2 and 3 bed apartments at a density of 200-435 units per hectare with underground or undercroft parking. Visitor parking at street level.
- A mix of uses at ground floor level at the junction with the new bridge over the Midland Mainline Railway
- Brent Terrace Park fronted onto and overlooked by residential property
- Mitigation measures against noise and air quality impact of rail infrastructure
- Pocket parks, accessible to the general public, will be required in relation to new family housing

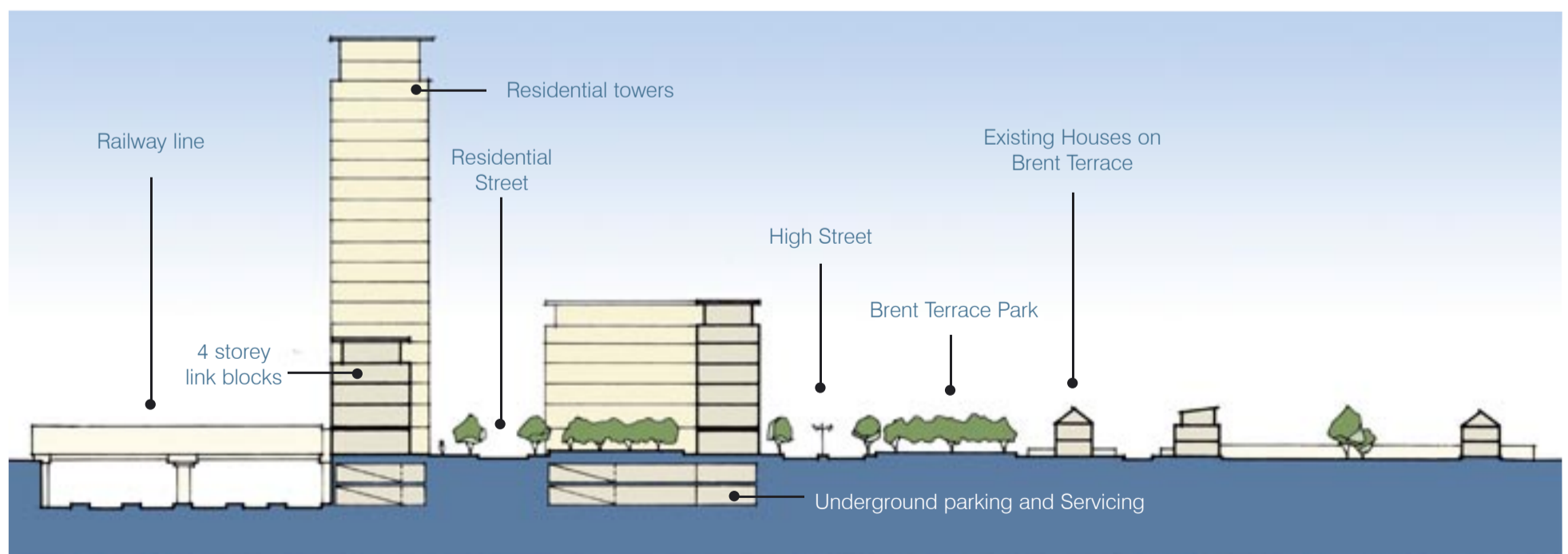


Figure 35: Section through Brent Terrace Corridor

Brent Terrace Park

Key Requirements

- Adequate seating
- High quality materials, street furniture and lighting
- Use of semi-mature and mature planting to create permanence from the outset
- Provide screen planting to Brent Terrace
- Provide a range of play and sports facilities
- Be predominantly soft landscape

West Hendon Residential Quarter and local centre

A new residential quarter will be created around the Welsh Harp Reservoir. The existing residential development will be demolished and replaced with new homes (apartments, maisonettes and terraced houses) supported by a range of other uses. This will include a new local centre and civic area with new shops, leisure facilities, cafes and community facilities. There will be improved access for pedestrians and cyclists between the new local centre, the new homes, the Welsh Harp and Hendon Station.

The new development must include the replacement of the existing affordable housing. Existing residents must be re-housed on site.

Having already established the significance of the Welsh Harp Reservoir as an SSSI and an important community asset, it is imperative that any proposals for new development must include a detailed understanding of, and approach to, landscape design, including ecology and nature conservation. Proposals should include:

- The re-provision of York Park
- Formation of a protective buffer zone between the Welsh Harp Reservoir and the new homes
- A management plan that will describe arrangements for achieving an acceptable balance between public access and nature conservation

West Hendon

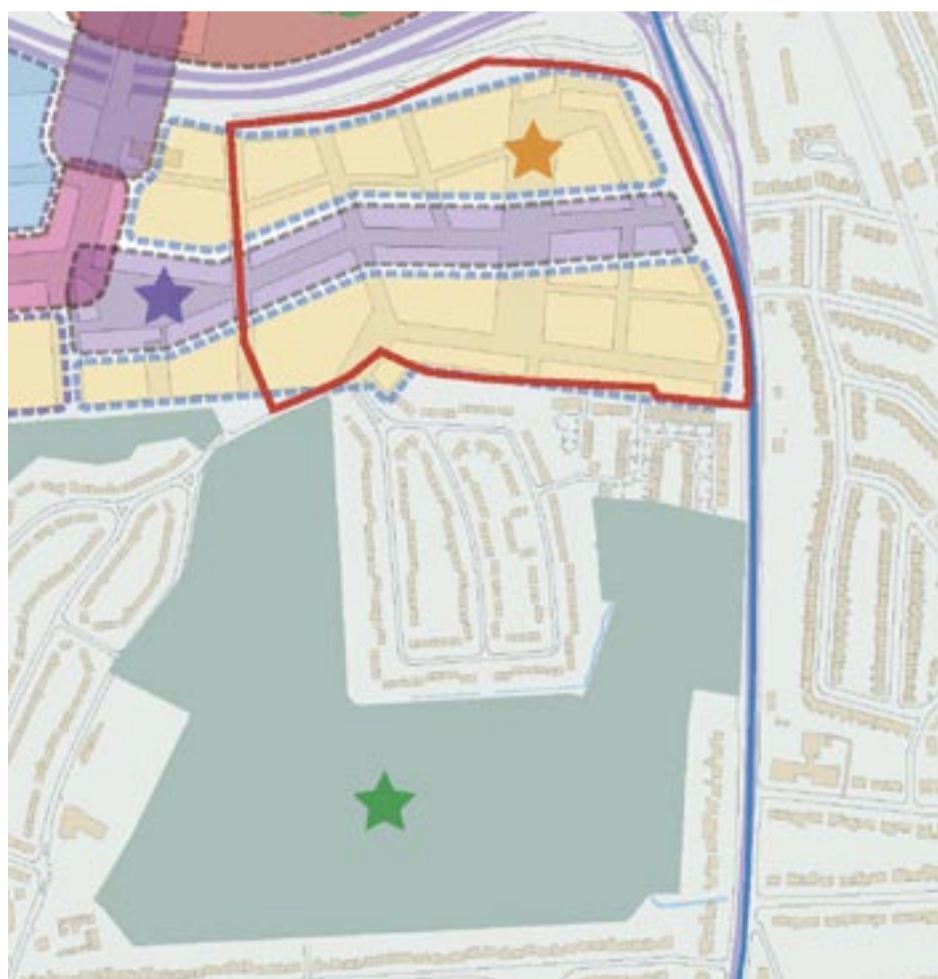
Key Features

- Low, medium and high rise homes of mixed tenure at 100-200 units per hectare
- Retail, commercial and leisure uses, including health and fitness, local community centre, youth sailing base with shops and cafes
- Health care and children's facilities
- New and improved public open space
- Protection of the Welsh Harp whilst allowing greater public enjoyment
- A new town square and transport interchange
- Improvements to the local road network
- New pedestrian bridges crossing the Welsh Harp at Silk Stream and Cool Oak Lane

Eastern Lands

Location and character

This character area is located to the south of the A406 North Circular Road, and provides an opportunity to establish a mix of uses to complement the town centre on both sides of the A406 North Circular Road. There is an additional opportunity to promote a more integrated and effective public transport network due to the development's proximity to Brent Cross Underground Station. The proposals include new and improved pedestrian and public transport links to the station from the Eastern Lands and Brent Cross Shopping centre.



Key plan Eastern Lands (purple star denotes Market Square, yellow star denotes new Eastern Park, green star denotes Clitterhouse Fields)

Special features

The special design features for this area are as follows:

- A new street running east-west through the heart of the Eastern Lands providing connectivity to Brent Cross Underground Station and the new Rail Station.
- Connections to the new Market Square in the Town Centre South Side.
- Bus based Rapid Transit System (RTS) linking the Eastern Lands with Cricklewood, Brent Cross Underground Station and Brent Cross Shopping Centre.
- An improved road underpass under the A41 connecting Tilling Road and Brentfield Gardens
- A new road connection to the A41 Hendon Way, which will improve access into the development area for all modes.
- A new pedestrian bridge over the A406 North Circular Road to connect the Eastern Lands with Brent Cross Shopping Centre.
- A new pedestrian bridge over the A41 Hendon Way to connect the Eastern Lands with Brent Cross Underground Station.
- The replacement and enhancement of the existing schools.
- Refurbishment of Clitterhouse Fields and re-provided open space.
- A replacement leisure centre.

A new Market Square will be the focal point in the town centre on the south side of the A406 North Circular Road. Around this a number of land uses will be concentrated to ensure that the Square is vibrant and well used.

A new street will run west-east through the new Market Square providing public transport access and a direct pedestrian link to a new bridge over the A41 and to Brent Cross Underground Station. This link is crucial not only to the success of the Eastern Lands but also for improving accessibility to the Northern Line for the benefit of the other proposals within the Development Framework. Other uses will define the main street including the new leisure centre and the offices and local shops.

The new schools will be located adjacent to Clitterhouse Fields. The suggested location will allow the new schools to be built whilst the existing Whitefield and Mapledown schools remain operational to avoid disruption to school life. It is suggested that part of Clitterhouse Fields be utilised to provide sports fields for the new schools and that these playing fields will be secure, but with the potential for a sharing of the surfaces with other users from the community to





maximise their use. It may be possible for the schools to share their location with a new leisure centre and within one multi-purpose, 'state of the art' building, although the practicalities of this will need to be examined in greater detail. Mapledown has special needs which must be met in terms of design, access, security and management issues. Detailed design of this type of building will need to incorporate secure and separate access arrangements for different users potentially at different times of the day. If a combined site or building is not possible, then the Council would expect these uses to be provided in separate locations with individual access and parking. Proposals for the schools must be worked up in partnership with the schools and Council and reflect the needs and aspirations of the schools.

This area will also include a new food store. The scale of store will be dependent upon a retail impact study for convenience floorspace.

Where other mixed land uses are not required, the remaining floorspace will primarily be allocated for new residential development, organised around a network of streets and a new park running north to south. The location of the park has been chosen to enable the existing water course, a tributary of the River Brent which has been largely lost, to be opened up in this location to provide a feature to the park. This will replace the existing open space known as Clarefield Park, but to a higher standard.



The new homes (not exceeding an additional 2,500 residential units over the original Development Framework stipulated homes figure of 5,500) will comprise a range of mix and tenure as described in this Framework. This will include some taller residential and mixed use buildings in close proximity to the major infrastructure adjacent to the A406 North Circular Road and A41 Flyover.

Clitterhouse Fields becomes remodelled to create a radically improved park of local significance. This will include a range of different passive and active recreation and play facilities from areas to 'walk the dog' to formally laid out pitches. In the south eastern part of Clitterhouse Fields there is an opportunity to establish areas of habitat and potential ecological value. UDP policy states that the Council will firmly resist any erosion of the open nature of large tracts of green belt and metropolitan open land and a key principle of the Supplementary Planning Guidance is the 'provision of new open space, enhancement of the existing green spaces and links to established neighbourhoods'.

As Metropolitan Open Land (MOL), the open aspect of Clitterhouse Fields will be maintained and uses considered which are compatible with its function as a publicly accessible resource.

A new road junction on the A41 Hendon Way is proposed to provide enhanced access to the Eastern Lands for all modes. Two new pedestrian bridges will be provided in order to improve accessibility to the Eastern Lands. The first will cross the A406 North Circular Road and provide access to Brent Cross Shopping Centre and the bus station, the second will cross the A41 Hendon Way to connect with Brent Cross Underground Station.

Land use and mix

The SPG and any future development must accord with the main Unitary Development Plan (UDP) for Barnet. Within the revised Cricklewood, Brent Cross and West Hendon Regeneration Area chapter of the UDP, it states:

"The Eastern Lands have been identified as an area of mixed use development including education, residential, offices, leisure, local or 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 north circular road and enable the regeneration area

and commercial centre the opportunity to have a viable future that can have the capacity to deliver future organic growth and vitality in sustainable manner“.

The Eastern Lands area will have a varied and rich mix of uses reflecting its location adjacent to the town centre. The uses will be complementary to the town centre and will include residential, businesses, a greater variety of shops and services, leisure, sports facilities, restaurants, hotels and community facilities (including primary healthcare facilities) as well as local community retail floorspace.

The Council will expect any planning application to deliver a genuinely mixed use development, including education, residential, offices, leisure, local shopping facilities, community uses and open space. The developers will also investigate the potential for a civic zone, to provide office and associated facilities for the Council.

In view of this, development of the Eastern Lands will be expected (or any planning application should endeavour) to achieve between 25-35% non residential mixed uses to ensure that the Eastern Lands proposals complement and integrate with the new town centre to accord with development plan policies. This provides an essential guide to the manner in which the Council will expect to see the Eastern Lands delivered. These principles are a guide and this will be subject to tests of market demand and the need for the envisaged uses in order that they do not become barriers to achieving the sustainable physical, environmental and socio economic regeneration of the Regeneration Area.

The Council will also seek to achieve between 50-80% non residential mixed uses at street level frontages primarily along the main east/west link through the Eastern Lands, from Market Square to Brent Cross Underground Station, to ensure vibrant commercial activity and animation. Non residential street level frontages should also be maximised at other locations along the route from the A41 pedestrian bridge to the A406 pedestrian bridge; and at the eastern boundary around the base of the A41 pedestrian bridge, to a level consistent with realistic demand and meeting all other requirements of this Framework.

The design of the non residential elements shall, where practicable, pay regard to the potential for expansion of these uses as the development proceeds and commercial and institutional activity increases.

A Barnet Supplementary Planning document and Greater London Authority draft Supplementary Planning Guidance on ‘Sustainable Design and Construction’ are currently in development and will further inform the design and construction techniques employed in the development of the Framework area.



Built form and height

The built form will be created around a traditional pattern of streets and squares. Buildings in this location should typically be between 2 and 8 storeys. Landmark tower(s) of 15 storeys and over (refer to Chapter 4 for strategic height profile), will be encouraged adjacent to the A406 North Circular Road, provided that appropriate measures can be taken to mitigate any environmental impacts of the infrastructure network such as noise and poor air quality. A height assessment of the area will be required with reference to the approved Development Framework criteria, the Mayor’s London Plan, the UDP and joint guidance produced by CABI and English Heritage on guidance for tall buildings and any other materially relevant documents and guidance.

Buildings will present an active street frontage and have their primary entrance onto the road network and abut the back of pavement as is the case in other character areas.





Key Requirements - Eastern Lands

Special features

- A new main street running east-west through the heart of the Eastern Lands connecting the area to the Brent Cross Underground Station and the new railway station
- Connections to the new Market Square in the Town Centre South Side.
- The replacement and enhancement of the existing schools
- A replacement leisure centre
- Refurbishment of Clitterhouse Fields and re-provided open space
- Pedestrian bridges to connect the Eastern Lands to the High Street on the north side of the A406 North Circular Road and over the A41 to the east
- A new road junction on the A41

Land use & mix

- 1500-2500 new homes developed to an average density of 100-200 units per hectare, including 1, 2, 3 and 4 bedroom apartments and houses
- A new food store
- Connections to the new public space in the Town Centre South Side called 'Market Square' which will be the focus of a mix of uses
- Community and civic facilities

Built form & height

- Building heights of 2-8 storeys
- Landmark towers will be permitted adjacent to the A406 North Circular Road
- Buildings will present an active frontage and have their principal entrances from the highway network

Access & parking

- A high quality public transport route to connect the Brent Cross Underground Station with the Framework area
- Improved bus services linking the Eastern Lands to the wider surrounding area
- Attractive and safe pedestrian connections to knit /link the Eastern Lands to the High Street on the north side of the A406 North Circular Road and over the A41 to the east
- A new road connection on the A41
- Improved underpass under the A41
- Parking will be predominantly off street

Public Realm

- An urban feel with a combination of hard and soft landscaping
- Clearly defined and enclosed building frontages
- Adequate seating
- High quality materials, street furniture and lighting
- Use of semi-mature and mature planting to create permanence from the outset

Freight Facility

Location and Character

The freight facilities are located within the triangle of land to the west of the railway land. This includes the former recess sidings on the west side of the main line that are currently not in rail use. This land currently benefits from permitted development rights defined by the General Permitted Development Order, 1995. These rights enable a range of operational activities to take place on this land in relation to the railway function.

The freight facility is an important function which is supported by the Council. The development of the new freight facility in this location enables the provision of other key elements of the Framework, such as the new railway station to take place. The freight facility will be of high quality, due to the relationship of the land identified for freight use to its neighbours, and also the regeneration objectives that the Council is promoting in this area related to exemplary sustainable development.

Special Features

The land is located adjacent to an area that is designated as a Conservation Area, principally because of the character of the existing houses, collectively known as the Railway Terraces. As such, the character and appearance of the terraces must be preserved or enhanced.

Land Use Mix

This area of the Framework will be dedicated to freight and freight related activities. This is likely to be a 'City Distribution' facility that would have cross-docking for efficient direct transfer of general freight from conventional rail wagons to road vehicles (roll cages and pallets), within a covered environment. The rail siding capability will accommodate up to 450 metre long freight trains. Discussion with freight operators and the Strategic Rail Authority suggest that most trains will access from the north. Access from the south cannot be ruled out for operational reasons.

Built Form and Height

The freight buildings are by their nature of a large scale, and are bulky in character to serve the function of freight distribution.

Freight Buildings	
Key Requirements	
•	Buildings must be a maximum of 12 metres in height, unless there are specific operational reasons why this is not possible
•	There should be a 7.5 metres wide landscape buffer back from the edge of the railway line and embankment
•	The building line should be set 15 metres back from the railway line and embankment
•	All trains should usually access and egress the facility from the north end of the freight building
•	Vehicular access should be off the Edgware Road at the northern end of the site
•	The loading bay area should be treated with an acoustic buffer to appropriate environmental standards, in order to protect the nearby residents from unreasonable noise caused by the operator of the facility

Access, Parking and Servicing

The primary access on to the highway network will be the A5 Edgware Road. This should be located as far away as possible from the nearby residents.

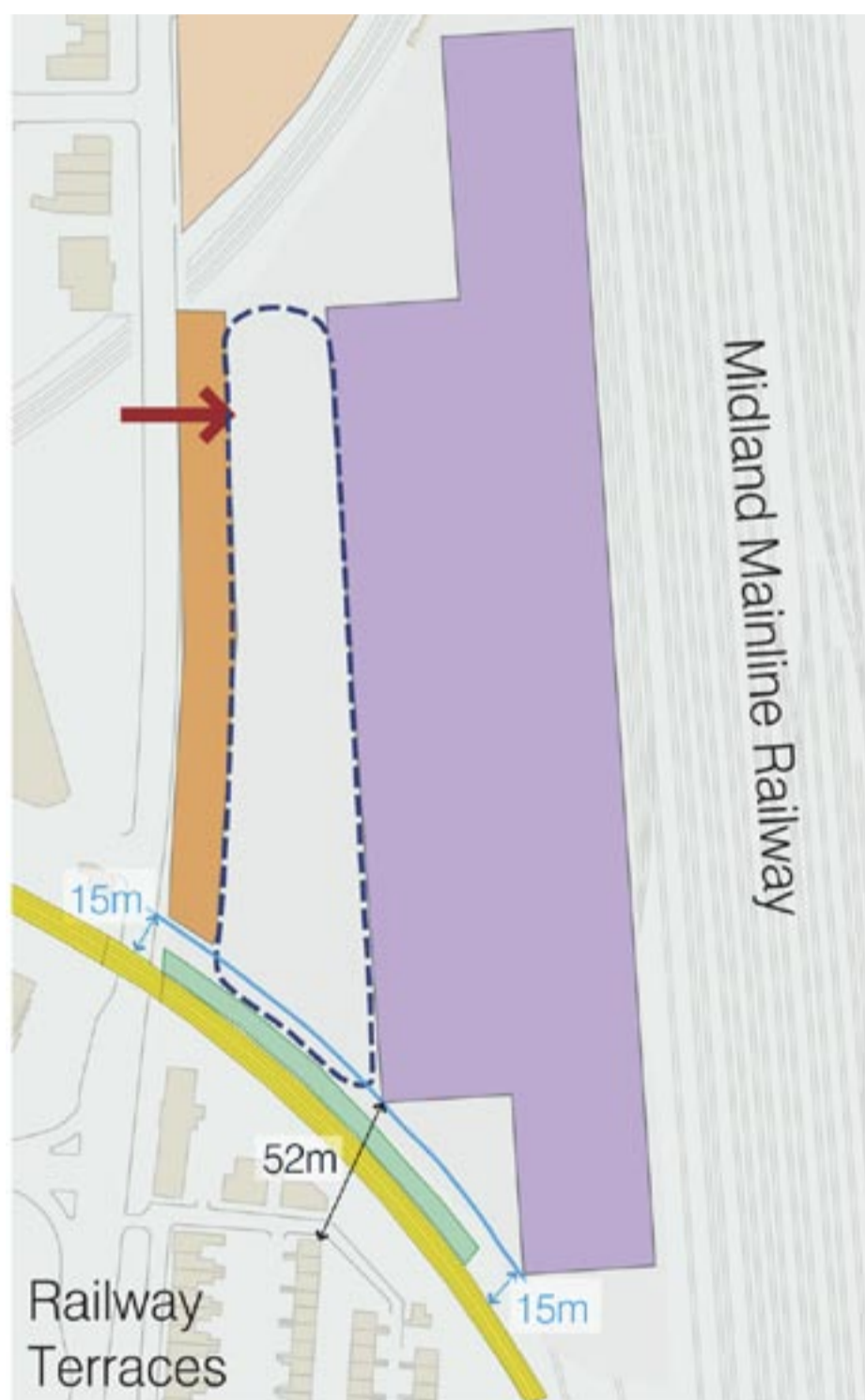


Figure 36: Freight facility



Waste Handling Facility

Location and Character

The new waste handling facility will be located along the west side of the main line railway and adjacent to the A5 Edgware Road. This land is currently occupied by a variety of bulky goods retail buildings and distribution facilities. This facility will replace an existing facility currently located within the regeneration area.

Special Features

The new facility will be rail linked and will provide opportunities for recycling and sustainable disposal of waste. It will provide greater efficiency in operation and best practice environmental controls. The new facility will be like for like re-provision of the existing facility in terms of equivalent spatial standards and will include all of the existing services, delivered to modern standards.

Land Use Mix

This facility will need to be designed in consultation with the North London Waste Authority, to accord with the emerging GLA policies on waste handling. The facility will be required to accommodate local waste collection from Barnet, Brent and Camden.

If this cannot be located near to the waste handling facility, a suitable location in another part of the regeneration area will need to be identified in order to provide this much needed function.

Provision will need to be made on site for an amenity centre for local residents to recycle their waste.

Built Form and Height

The facility will be a maximum of 16 metres in height. It will have an animated street frontage to the Edgware Road with a main entrance facing the street. Consideration should be given to the appearance of the roofscape and gantry crane area with regard to views from surrounding residential development.

Access Parking and Servicing

The main vehicular access will be to the north of the site from the Edgware Road. Vehicle movements will be predominantly within the envelope of the facility. Trains will access the facility from the north and south.

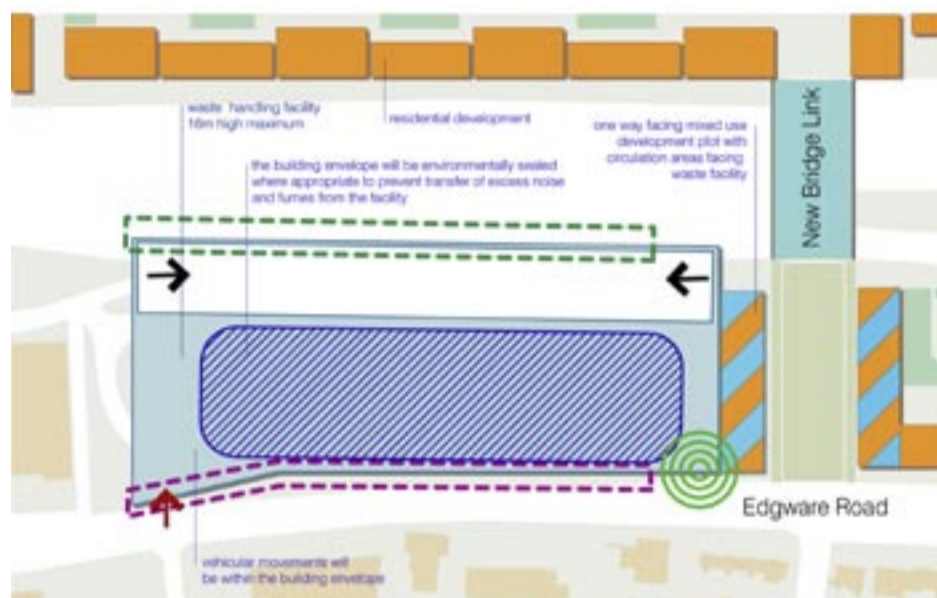











Figure 37: Waste handling facility

Key

- | | |
|--|--|
|  Waste Transfer Facility |  An animated street frontage should be provided to Edgware Road |
|  Business use |  Consideration should be given to roofscape design and views of the facility from surrounding development |
|  Residential development |  Train entry and egress predominantly from the north but with access possible from south |
|  Building front door on Edgware Road with public face to street |  Vehicle entry and egress with vehicular movement predominantly within building envelope |
|  Consideration to be given to appearance of gantry crane area from new development opposite | |

Waste Handling Facility

Key Requirements

- Like for like re-provision of the existing facility
- Equivalent spatial standards
- Contemporary technological solutions
- Adjacent buildings to be sensitively designed to minimise potential "bad neighbour" relationships and allow operational activity to take place
- Civic amenity site for local residents for leaving recyclables

7 Way Forward

The Way Forward

The implementation of the Cricklewood, Brent Cross and West Hendon Development Framework depends on factors relating to land ownership, viability, phasing and delivery. Whilst these factors have been taken into account during the preparation of the Development Framework, a Delivery Strategy is being prepared as Supplementary Policy expressly for this purpose.

The Development Framework and the Delivery Strategy will need to be read in conjunction with one another. Neither the GLA or the Council will support development proposals that are not in compliance with this SPG.

Development Phasing and Key Projects

Notwithstanding the above, it is important that the Development Framework indicates the phasing of development, and the criteria that will shape the Delivery Strategy.

Figures 38 to 41 describe 4 key phases of development. At this stage the phases are illustrative. They will be refined during the preparation of the Delivery Strategy. The key milestones are as follows:

- Phase 1: The core components of the new town centre are assembled. The new bus station is built. The redevelopment of West Hendon is started. Improvements to the existing infrastructure are underway. The new bridge over the A406 North Circular Road is established. Improvements to Clitterhouse Fields are undertaken.
- Phase 2: A series of land use moves are triggered to assemble the land for the freight facility, and in preparation for the new station. Residential development takes place at the southern end of the area defined by the Development Framework. West Hendon is complete. The mix of uses on the north side of the A406 North Circular is completed.
- Phase 3: The waste handling facility and the bridge over the Midland Mainline Railway are built. Mixed use development takes place around the new bridge. The new station is opened, together with the completion of the High Street on the south side of the A406 North Circular Road. The commercial district is becoming established.
- Phase 4: The commercial district is completed.

During each phase, there will be improvements to utilities in discussion with the operating companies to ensure sufficient capacity is available or new capacity is provided.

The Development Framework is visionary, but at the same time realistic and robust. To accelerate implementation and regeneration, the Framework takes account of existing land ownerships wherever possible. The core land owners within the area have formed a partnership to focus their efforts and to achieve what is a complex series of projects that will take place over approximately 15 years.



Figure 38: Phase 1 (Source: developer's model - indicative only)



Figure 39: Phase 2 (Source: developer's model - indicative only)



Figure 40: Phase 3 (Source: developer's model - indicative only)



Figure 41: Phase 4 (Source: developer's model - indicative only)

Development Related Requirements

There will be a number of development related requirements, for example:

- Transport improvements such as the new railway station, public transport services and highway improvements
- Provision of pedestrian and cycle routes, the new bridges, and the creation of the new public spaces
- The preservation and laying out of on-site areas as public realm and provision for community, social, cultural and leisure uses on particular sites
- Provision of on-site affordable housing and parking provision
- Financial contributions towards improvements to existing centres
- Employment and education initiatives
- Maintenance of public open spaces (proposed and existing)
- Provision of social, cultural and leisure uses which serve the area as a whole (such as additional health care and education facilities)

At the time of writing a number of strategies and studies were underway to inform the delivery strategy, including:

- Education
- Open space
- Employment and training
- Leisure, culture and community facilities
- Healthcare provision
- Town centres (West Hendon and Cricklewood)

Securing the Requirements

The delivery strategy will describe how each of these requirements, some of which are yet to be defined, will be brought forward. However, a number of principles will underpin the delivery strategy:

- The implementation of the Development Framework must be approached in a comprehensive way.
- Development must take place on both sides of the A406 North Circular Road at the same time, and must be made manifest in phase one.
- The integrity of the town centre is crucial. It must be a mix of uses and should not rely purely on the development of an isolated land use as a starting point.
- The provision of new infrastructure and, in particular the provision of the railway station and the alteration of the existing highway network, are fundamental to achieving the quantum of floorspace described within the Development Framework.
- Key elements of infrastructure will be assigned to specific phases of development and will need to be completed in tandem with the use and occupation of new buildings.
- Development proposals must be of the highest architectural quality.

Use of Compulsory Purchase Powers

The Council will promote a Compulsory Purchase Order (CPO) or Orders in order to achieve the comprehensive approach to delivery that it requires. The Council will require developers to use all reasonable endeavours to pursue the acquisition of the necessary properties by private treaty. Prior to the passing of a resolution by the Council to pursue a CPO, the Council will require the developer(s) to enter into an Indemnity Agreement to underwrite the Council's full potential cost of the CPO.

Next Steps

The next steps will be based upon a continued partnership between the Council, the GLA and the developers to prepare the Delivery Strategy.

The Delivery Strategy will form further Supplementary Planning Guidance, which could form the basis of legal agreements that will accompany future planning applications.

The Framework (2004) referred to 'other land' within the regeneration area that was not described in detail in it, including Whitefield School and adjoining land. The inclusion of the Eastern Lands in the Development Framework fulfils a commitment made by the Council to consider this area.

It will be important to rationalise the approach to public consultation and ongoing community engagement, not only as development proposals approach the planning application stage, but throughout the implementation of this long and major opportunity for regeneration. This will be particularly pertinent in considering new service provision as well as the physical components of development.

The Council and the GLA are committed to the implementation of this Development Framework.

