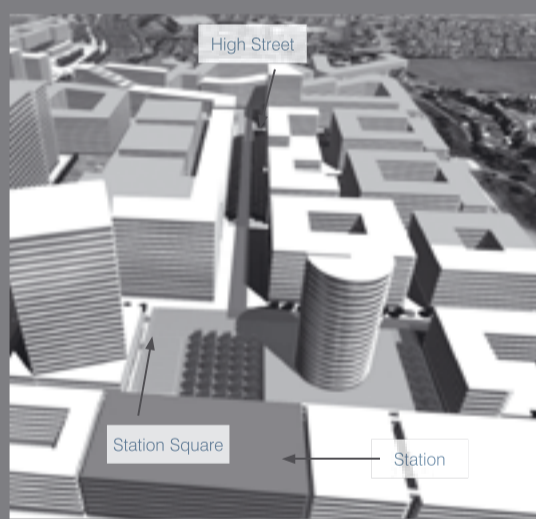


Cricklewood, Brent Cross and West Hendon

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

如欲索取以另一語文印制或另一格式制作的資料，請與我們聯絡。

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

Contents

1. Introduction

Taking the Initiative
Creating a Sustainable Development
The Area of Opportunity
Structure of the Development Framework

2. The Vision

3. The Area Today

Introduction
Population & Profile
Learning & Employment
Living Well
Historical Evolution
Physical Factors
Built Form
Local Shopping Facilities
Infrastructure
Environmental Constraints
Key Challenges

4. Development Framework

Introduction
Strategic Principles
Land Use Mix
Street Hierarchy
Building Scale and Density
Residential Type and Density
'Lifetime' Homes
Open Space Public Realm
Sustainable Development
Quality of Architecture

5. Transport Vision

Introduction
Movement Strategy
Deivering the vision
The Way Forward

6. Design Guidelines

Introduction
Character Areas
Town Centre North Side
Town Centre South Side
The New Bridge over the A406 North Circular Road
Commercial District
Residential Quarters
Freight Facility
Waste Handling Facility
Eastern Lands

7. The Way Forward

The Way Forward
Development Related Requirements
Use of Compulsory Purchase Powers
Next Steps

List of Figures

(Not to scale)

1. Introduction

1. Regeneration area boundary
2. London Plan town centres in relation to the Framework

2. The Vision

3. Aerial View of the town centre north
4. The Commercial district

3. The Area Today

5. Historic map 1822
6. Historic map 1877
7. Historic map 1902
8. Topography
9. Views and vistas
10. Existing built form
11. Existing urban grain
12. Existing land use
13. Existing infrastructure
14. Environmental constraints
15. Physical constraints

4. Development Framework

16. Strategic principles
17. Proposed land uses
18. Street hierarchy
19. Building height profile
20. Residential type and density
21. Relationship of residential development to different types of open space
22. Open Space and Public realm

5. Transport Vision

23. Access and movement

6. Design Guidelines

24. Character areas
25. Section through High Street north side
26. Section through town centre north side
27. Section through High Street south side
28. Section through bridge on the A406 North Circular Road
29. Section through A406 North Circular Road towards bridge
30. Section through commercial district
31. Section through residential quarter in town centre north
32. River Brent corridor
33. River Brent corridor
34. Section through residential quarter in town centre south
35. Section through Brent Terrace corridor
36. Freight facility
37. Waste handling facility

7. The Way Forward

38. Phase 1
39. Phase 2
40. Phase 3
41. Phase 4

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:

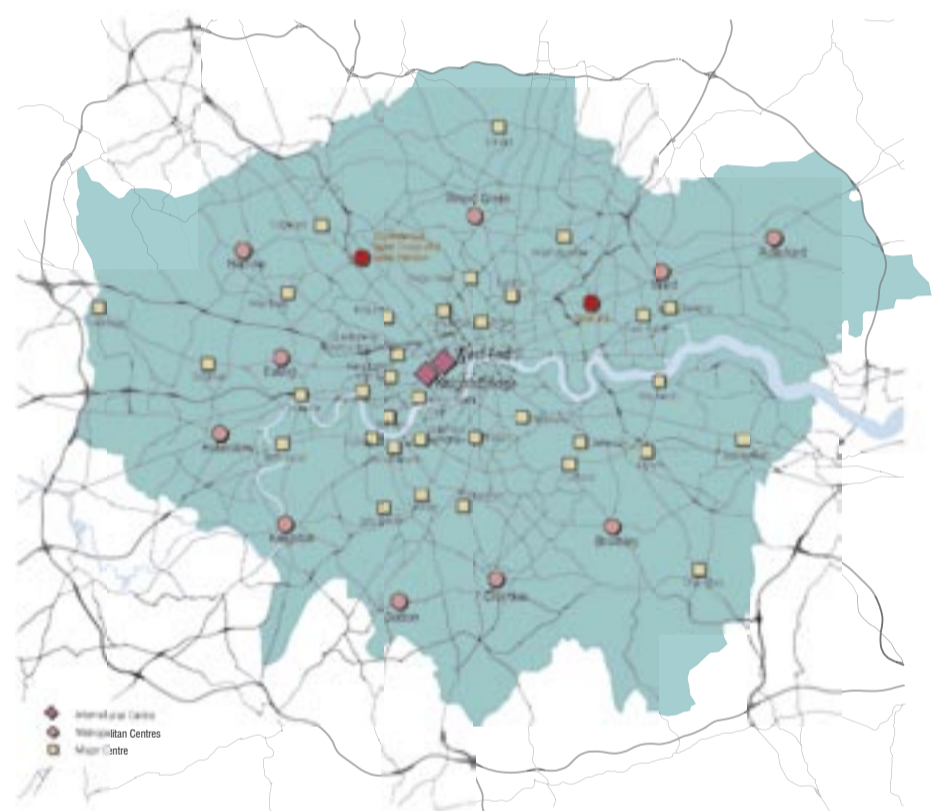


Figure 2: Town centres identified in the London Plan in relation to the Framework

- 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.