

# 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.



