

MYTHS AND FACTS BRENT CROSS CRICKLEWOOD

The Brent Cross Cricklewood Development Partners / February 2010



The eleven points below tackle a number of misconceptions about the Brent Cross Cricklewood regeneration.

MYTH 1 BXC will bring an extra 29,000 vehicles onto the roads

False. The correct predicted figure for the net number of additional vehicles on surrounding roads each day by the time the scheme is completed in 2026 is 9,674. The recent work never predicted there were going to be an additional 29,000 cars per day. The 29,000 figure is taken from Barnet's Development Framework document produced in 2005, since which time a very detailed and thorough Transport Assessment has been prepared and fully audited, with its information generally agreed by the relevant transport authorities (Transport for London, the Highways Agency and Barnet Council). Apart from being a completely out of date figure, superseded by years of further detailed work, the 29,000 figure:

- Did not take into account the removal of traffic generating uses which will be removed from the site. For example the Post Office Regional Parcel Distribution Centre site is already no longer in use and other distribution and waste businesses are being removed from the area.
- Did not take into account 'modal shift' from car to public transport, as some people choose to use the significantly improved public transport options being provided.
- Included West Hendon, which is not a part of the BXC application.

When breaking down 9,674 figure into impact in the peak morning period (the most significant highways impact), it equates to 1,050 vehicles in the peak morning hour. Whilst we accept that is a significant figure, around £200m is being spent on the road network alone to ensure the area copes with this increase as well as with the general increase in traffic in London over time. The transport works, which have been generally agreed by the main transport authorities (TfL, Barnet Council and the Highways Agency), will be completed to their full 2026 capacity regardless of how early in the phasing plan the works are carried out. If nothing is done, the roads will just continue to become more and more congested in any event.

MYTH 2 BXC is a car-based scheme

False. Currently around 70 per cent of trips in the local area are undertaken by car. With the massive improvements to public transport that the BXC regeneration will bring we predict that only around 30 per cent of trips will be by car once the scheme is complete – with the proportion reducing gradually as the new public transport infrastructure is delivered.

Taking into account background growth, the new public transport and road infrastructure to be delivered as part of the BXC regeneration will ensure the road network operates as well or better in 2026 when the development is complete than the existing network is predicted to operate with no development. This has been demonstrated to the satisfaction of Transport for London, the Highways Agency and the London Borough of Barnet's transport planners.

MYTH 3 Cricklewood Station will close

False. The Development Partners have no plans to close Cricklewood station. The BXC proposals include many millions of pounds of investment in improvements to Cricklewood Station which the Development Partners would not be prepared to undertake if it was considered that the station was likely to close.

MYTH 4 The scheme includes an incinerator

False. We have never proposed to build an incinerator in Barnet. Our technology is based on gasification – an Advanced Thermal Technology (ATT) – which is the process of creating a synthetic gas (syngas) from a refuse derived fuel (RDF). It is this gas which drives the turbines in the Combined Heat and Power (CHP) plant, in exactly the same way that natural gas does. This process does not involve the combustion of waste – therefore it is categorically not incineration. Several plants already successfully use this technology in Europe with around 20 currently being planned for the UK, a number of which already have planning permission and are under development. It is true that this technology is covered by the EU Waste Incineration Directive, but that fact does not make the process incineration when it isn't – it is simply that there is as yet no separate legislation to cover this relatively new set of processes. A report from the London Assembly's cross-party Environment Committee released in October 2009 specifically endorses this technology*.

* <http://www.london.gov.uk/assembly/reports/environment/waste-energy-schemes-09.pdf>

MYTH 5

The Development Partners are being deliberately opaque about the technology that will be used

False. We are entirely clear about the generic approach. However the precise technology provider, of which there are a number to choose from, can only be determined in conjunction with North London Waste Authority's selected waste management service partner. This will not be established for at least another two years as their PFI process has only just begun (to be completed by 2014). The development of the CHP will be subject to a reserved matters application to the Local Authority which will be scrutinised in great detail, not only by them, but by the Environment Agency, GLA and the Health Protection Agency. If we – the developers – are not completely satisfied about the health and environmental aspects, it is we who will decide not to proceed. We do have an alternative – using natural gas rather than syngas – but this will result in lower carbon savings compared to current buildings regulations than would otherwise be the case (44% compared to 60% for residential properties).

MYTH 6

The waste proposals will result in hundreds of additional lorries on the Edgware Road

False. The new Waste Handling and Recycling Facility is a replacement facility for the existing Hendon Waste Transfer Station and will be built to cope with a similar capacity to the existing facility. The only appreciable difference in traffic terms therefore is that most of the vehicles servicing it will now be using 500 metres of the Edgware Road between the new facility and Staples Corner each day – the entire stretch of which is dual carriageway and part of the strategic road network - instead of their current route along Tilling Road or Brent Terrace North which are local roads. Those vehicles which come from the South (as many from Camden do) will turn directly into the facility from the Edgware Road and no longer need to use Staples Corner at all.

MYTH 7

The CHP Plant is 200 metres from Our Lady of Grace Infants School

False. The Waste Handling and Recycling Facility (see points 4 and 6) will be near to the school – but this is simply where waste is to be received, sorted, shredded and dried to create a renewable fuel for the CHP plant. All of these activities will be contained within a sealed building. The CHP facility, which will be operated to the highest possible standards in line with European Union regulations, will be located almost a kilometre away from the school.

MYTH 8

The Waste Facility is being located on the western side of the rail lines so that it is closer to people in Brent than Barnet

False. There are clear operational benefits from locating this facility to the west side of the rail lines, in addition

to the need to maintain the old facility until the new one is complete and operational. In the Second Addendum to the Report of the Head of Planning and Development Management, dated 5 November 2009, appended to the officers' report at committee, Network Rail said: "From a railway operational perspective, Network Rail would welcome the relocation of the Waste Handling Facility to the west side of the line. On the west side of the line the facility would be directly connected into freight only goods lines and would not need to shunt across the entire layout interacting with both First Capital Connect and East Midlands Trains services passenger services." Similarly also in the Second Addendum, Transport for London said: "The trains that use the existing waste facility all access the Midland Main line via the Dudding Hill line. If this flow continues with the new facility then the western side of the tracks would be more appropriate [for the Waste Handling Facility]. The trains would no longer need to turn round at West Hampstead and cross all fast and slow lines to access the waste terminal as happens at the moment."

MYTH 9

The plans were developed in the 1990's and are out of date

False. The BXC Planning Application is in outline, albeit subject to very strict parameters and more than 250 planning conditions, all in accordance with the most up to date local and regional planning policies. The precise nature of each phase of the development will only be determined once the specific phase plans come forward, and these will be cutting edge.

MYTH 10

The scheme will reduce green space

False. The scheme will add around eight hectares (or 18 acres) of publicly accessible green space compared to the green space in the area now. There will be substantial improvements to existing parks and new parks will be created. Clitterhouse Playing Fields will be the main focus for recreational activities and significant investment will be made to upgrade the Playing Fields whilst maintaining their open character.

MYTH 11

Local residents will be living on a building site for 20 years

False. Whilst there will inevitably be some disruption during the development of major elements of the scheme, the 20 year timetable means delivery will happen in manageable phases affecting different areas at different times. The detailed Construction Management Plan within the Planning Application demonstrates how the Development Partners will minimise the impact on local people and those visiting or travelling through the area.