

BRENT CROSS CRICKLEWOOD

A GENERAL INTRODUCTION TO THE PLANNING APPLICATION

A. About the Area and Application Overview

1. The application site extends to 151 ha and is located within the London Borough of Barnet. The site includes Brent Cross Shopping Centre to the north, the A41 and Brent Cross London Underground station to the east, Cricklewood Lane to the south and the A5 to the west.
2. The site represents a significantly under used area of brownfield land comprising industrial uses, former railway land and retailing premises surrounded by large areas of surface level car parking. Nevertheless, given its location at the connection between the M1 and the A406, Brent Cross Cricklewood ("BXC") represents an underused gateway site into London. The potential of the site is reinforced by its connection with the A5 and A41, and its close proximity to the Northern Line at Brent Cross station, the Midland mainline and Brent Cross bus station.
3. Given the location of BXC and its current poor environment and urban structure, the application site has been identified as appropriate for comprehensive and strategic redevelopment. In December 2005 Barnet Council adopted as Supplementary Planning Guidance a framework for the regeneration of the area – the *Cricklewood, Brent Cross and West Hendon Development Framework*. This application responds to that guidance.
4. The overall aim is to create a new town centre, uniting the areas north and south of the A406 and to stitch together the damaged fabric of this extensive urban area. The Development Partners will create a sustainable town centre comprising attractive residential environments, a major commercial core, an expanded and improved shopping centre and an attractive retail environment along a new High Street. This will result in BXC becoming a vibrant place to live, work and socialise, providing a catalyst for further economic growth in the surrounding area. BXC represents an opportunity to create a high quality modern development within a mixed community providing local shops, restaurants, offices and schools, set around parkland and green space.
5. To achieve this overall vision, a number of specific objectives have been established:
 - create an attractive town centre within which people will be able to live, work and socialise;
 - develop a popular and accessible public transport offer;
 - deliver an environmentally sustainable development which provides residents, workers and visitors with the opportunity to reduce their carbon footprint;
 - build a high quality urban environment with a long term management regime;
 - produce an enhanced retail offer including new stores at Brent Cross Shopping Centre, integrated into this town centre; and
 - create routes though the site, segregated where appropriate, to form seamless, safe and attractive corridors and ensure integration both of the site itself and with its' surrounding community.

B. The Planning Application

6. The planning application was submitted in March 2008 and seeks to establish a framework of key principles covering a range of matters including strategic access, maximum floorspace and mix of uses, building parameters, infrastructure and public transport, public realm and open space. Together these matters will control the

fundamental structure and components of the regeneration area. The application deals primarily with the physical and environmental changes that will need to be achieved to fulfil long-term regeneration.

7. The application represents a 'hybrid' application, in which the scheme is to a large extent submitted in outline, but with sufficient information contained in Parameter Plans and other documents to enable the Environmental Statement to assess the likely significant environmental impacts of the development. There are a number of matters where a degree of flexibility in the planning permission for the project is essential to enable it to evolve and develop. However, the development will not deviate from the parameters contained in the application in any manner which is likely to have significant environmental effects without the Council's approval.
8. The application seeks planning consent for:

“Comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area comprising residential (Use Class C2, C3 and student/special needs/sheltered housing), a full range of town centre uses including Use Classes A1 – A5, offices, industrial and other business uses within Use Classes B1 - B8, leisure uses, rail based freight facilities, waste handling facility and treatment technology, petrol filling station, hotel and conference facilities, community, health and education facilities, private hospital, open space and public realm, landscaping and recreation facilities, new rail and bus stations, vehicular and pedestrian bridges, underground and multi-storey parking, works to the River Brent and Clitterhouse Stream and associated infrastructure, demolition and alterations of existing building structures, electricity generation stations, relocated electricity substation, free standing or building mounted wind turbines, alterations to existing railway, Cricklewood railway track and station and Brent Cross London Underground station, creation of new strategic accesses in internal road layout, at grade or underground conveyor from waste handling facility to combined heat and power plant, infrastructure and associated facilities together with any required temporary works or structures and associated utilities/services required by the Development.”

9. The Development Specification and Framework (Volume BXC1) accompanying the application contains a detailed description and explanation of the constituent parts of the development for which permission is sought, together with the some of the parameters, constraints and restrictions that will control the realisation of development.
10. The key aspects of the application are summarised below:
 - permission is sought for the creation or alteration of strategic access points into the site from the strategic highway network, as listed below:
 - M1/A5/A406 – Staples Corner roundabout replaced with an enlarged signalised junction and major improvements to the M1 junction;
 - A41/A406 – roundabout improvement works with capacity enhancements;
 - New A41 junction – leading into and out of the eastern part of the regeneration area;

- A5/Link Road – into the western part of the regeneration area crossing a new bridge over the rail lines;
 - A5/Rail Freight Facility – junction works to enable traffic flow;
 - A5/Geron Way – improvements to the A5 including localised road widening to incorporate signalised junctions at Geron Way adjacent to the proposed waste treatment facility and at the Dollis Hill junction;
 - A5/A407 Cricklewood Lane – the current ‘dog-leg’ junction to be straightened and widened to improve capacity and safety;
 - A407 Cricklewood Lane/Claremont Road – road widened with additional lanes at the approach to the traffic lights;
 - Ingress/egress to Brent Cross Shopping Centre off A406 – enlargement of roundabout to the west of the shopping centre and a new roundabout to the east replacing the current traffic lights and accommodating the new slip-road from the A406.
- permission is sought for various infrastructure works including the following:
 - new railway station and transport interchange;
 - the creation of new interchanges at Brent Cross London Underground and Cricklewood stations, as well as station improvement works including step free access;
 - creation of new pedestrian and vehicular bridges including a new A406 Templehof Bridge and pedestrian bridge over the A41 providing access to Brent Cross London Underground station;
 - Creation of an enlarged Brent Cross Bus Station;
 - Re-alignment and improvement works to the River Brent.
 - Parameter Plans are contained within the Development Specification & Framework which control the configuration of the site layout and new buildings, and include the following details:
 - Maximum and minimum building and frontage heights;
 - Internal road, pedestrian and cycle network;
 - A series of new, as well as improvements to existing, public open spaces;
 - Re-alignment and improvement works to the River Brent;
 - Land uses on ground and upper level building frontages;
 - Principles for the improvements to Clitterhouse Playing Fields; and
 - Routes for the internal roads and locations of junctions and bridges.
 - The quantum and mix of uses proposed as part of the development is summarised in the table below. The distribution of this floorspace across the site is described in the Development Specification & Framework (Volume BXC1).

| USE | USE CLASS | GROSS EXTERNAL AREA |
|------------------------|------------------|----------------------------|
| Residential | C3 | 712,053 sq m |
| Retail uses | A1 – A5 | 110,927 sq m |
| Business use | B1 – B8 | 456,611 sq m |
| Hotel | C1 | 61,264 sq m |
| Leisure | D2 | 26,078 sq m |
| Private hospital | C2 | 18,580 sq m |
| Community facilities | C1 | 34,615 sq m |
| Rail and Bus stations | SUI GENERIS | 2,533 sq m |
| Petrol filling station | SUI GENERIS | 326 sq m |
| TOTAL | | 1,422,987 sq m |

11. In addition to the above, the application establishes a series of guidelines/rules that will control the detailed design of the scheme. The most significant of these guidelines are summarised below:
- the design principles of the Design & Access Statement (DAS) and the supporting Design Guidelines (Volume BXC4);
 - scale thresholds (maximum and minimum length, width and height) for each individual building contained in the Development Specification & Framework;
 - environmental standards/specifications as set out in the Development Specification & Framework including Sustainable Drainage Systems, etc;
 - the proportion of housing which is designated as 'affordable';
 - commitments to social infrastructure including re-provided secondary and special needs schools in modern premises, a refurbished and expanded primary school, new health centre, re-provided leisure centre, flexible multi-use community space etc;
 - private amenity and children's play space standards;
 - the re-provision of a waste handling facility, potentially incorporating technology to treat non-recyclable waste, which will create a fuel to power a Combined Heat and Power plant, supplying heat and power to the new development. This has the potential to reduce carbon dioxide emissions by between 50 – 60%;
 - recycling targets including 40% of household waste by means of separated dedicated storage space and/or use of an underground waste collection system;
 - water use targets;
 - creation of Claremont School as an exemplar sustainability building;
 - creation of an Estate Management Company; and
 - commitment to establish a Transport Advisory Group with LBB and TfL, which will decide how a dedicated Transport Fund is utilised.
12. Together these elements create a framework within which the long term delivery of the BXC development will be controlled. The BXC Development Partners have continually tested these principles and guidelines, and produced an Indicative Layout Plan which is contained on Parameter Plan 015.
13. This Indicative Layout plan shows how the guidelines and parameters of the application could be brought forward as a development scheme. Its purpose is to facilitate greater understanding of how the area can look in the future and how the regeneration can take shape. This layout will evolve as the scheme is delivered, but only within the parameters and guidelines proposed in this application, outside of those constraints the Councils further approval will be required.
14. This application proposals are based on 6 core principles leading to the creation of a new town centre:
- i) Great Parks and Green Open Spaces – The creation of substantial new parks with a range of landscaping and habitats and the complete re-profiling of Clitterhouse Playing Fields with new sports, play and changing facilities.

- ii) A High Street of Character – Lined with trees, shops and cafés, connecting the mainline train station and commercial district in the West to Brent Cross Shopping Centre and the bus station in the North, passing through a series of new public squares and over a new bridge across the A406.
- iii) Distinct Residential Neighbourhoods – Providing 1, 2, 3 and 4 bedroom homes including affordable housing and new children's play facilities.
- iv) New Schools, Jobs and Community Facilities – New schools with enlarged capacities and modern facilities to be built for Whitefield School, Mapledown School and Claremont Primary School, as well as a major new Health Centre, a new sports and leisure centre, library and community centre. The thousands of permanent new jobs created will be supported by local training and placement programmes.
- v) A Thriving Shopping Destination – Brent Cross Shopping Centre will change from an inward looking, out-of-town shopping centre to a key part of the new town centre, with new shops opening out into a pedestrian-only High Street and public square. Cafes, restaurants, a cinema and other leisure facilities will overlook a substantially improved River Brent and remain open into the evening.
- vi) Easy to Get To and Easy To Get Around – A completely new train station on the Midland Mainline will be built, and the existing stations in the area, Cricklewood Station and Brent Cross Station will be substantially upgraded and made more accessible (including access for disabled people). There will be a new freight facility too. Brent Cross Bus Station will become a new, much larger facility and new road junctions and pedestrian bridges off the A41 and Edgware Road will create additional routes to and from the area.

C. Scheme Delivery

15. The redevelopment of BXC is a highly complex regeneration scheme, not only due to the sheer size of the application site, but also due to the number of active uses on site and the need to provide replacement facilities before existing premises can be demolished.
16. In view of the long construction period, and therefore the potential for changes in economic circumstances during this time, the BXC Development Partners require a flexible approach to delivery. They plan step by step to deliver the comprehensive regeneration of the 151 hectare site.
17. The Development Partners recognise the need for the early parts of the development to integrate land north and south of the A406. This will provide a platform upon which to continue the redevelopment and ensure that regeneration benefits occur across the entire site. As a result the Development Partners propose to deliver the Primary Development Package, as defined on Parameter Plan 019, as one phase enabling the further phases that follow.
18. The Development Partners have set out the programme of works for the Primary Development Package. The programme for later stages of the regeneration has not been scheduled in detail at this stage. This is in order to retain flexibility to respond to ebbs and flows in the economy and to ensure the most successful and efficient delivery of each element of the scheme.
19. In view of this approach to phasing the Development Partners recognise that it will be important to provide assurances that the relevant physical and social infrastructure required as a result of the scheme will be delivered at the correct stage of the development. Therefore the Development Partners have developed a series of triggers, which will act as pre-conditions attached to any planning permission, that require items to be provided at certain points of the development, before elements of the project can

proceed and to ensure that quantum of development is not developed without the necessary infrastructure or mitigating measures needed to support it being in place.

20. The detailed proposals for each element of the site that will be submitted to the London Borough of Barnet for approval will need to conform to the parameters and guidelines established at this planning stage.

D. Community benefits

21. The application proposals seek to create a sustainable town centre which will benefit not only the local community, but also the wider North London sub-region. The selection of the key community benefits are summarised below:

- the delivery of new affordable housing, including those for people on low incomes and 'key workers';
- the delivery of a new train station;
- improvements to Cricklewood Station and Brent Cross Tube Station including making them accessible to people with mobility impairments;
- the creation of a replacement bus station north of the A406 North Circular Road – with much greater capacity than the existing bus station;
- contributions towards the enhancement of local bus services;
- public realm improvements to existing green spaces including Clitterhouse Playing Fields, Sturgess Park, Claremont Park and Millennium Green;
- the creation of new green spaces including River Brent Nature Park;
- the re-provision of three schools within the regeneration area;
- the creation of a main health centre of up to 3,000 m² in the eastern part of the regeneration area;
- the creation of a temporary health centre to operate until the larger facility is ready for use;
- the creation of a walk-in health centre to the south of the regeneration area;
- investment in new child care facilities;
- the re-provision of Hendon Leisure Centre;
- the creation of new community facilities; and
- investment in local employment and skills training.

E. Documents contained within planning application

22. The planning application includes a number of technical supporting documents which add detail on specific elements such as transport, the environment, design, retail and public realm. These documents are listed below:

- **Planning application forms and certificates** (contained within a separate document in Volume BXC1);
- **Development Specification and Framework** (Volume BXC1);
- A set of the **Drawings and Plans** for which consent is sought, a set of Parameter Plans showing the parameters to which the planning permission is proposed to be tied for the purposes of ensuring that the environmental impact assessment is linked to the scheme as approved and a list illustrative material (Volume BXC1);
- **Environmental Statement** which sets out the likely significant environmental impacts of the Scheme and the proposed mitigation measures (Volume BXC2). This describes the area as it is now and assesses the likely impact the BXC development will have and any mitigating work required. The statement covers the following areas:

- Land use

- Noise and vibration
 - Landscape and visual
 - Traffic and transport
 - Waste
 - Archaeology and cultural heritage
 - Air quality and dust
 - Ecology and biodiversity
 - Water resources
 - Ground quality and contamination
 - Carbon dioxide emissions
 - Wind effects
 - Sunlight / daylight
 - TV / radio communications
- **Design & Access Statement** and **Design Guidelines** which explain and illustrate the design philosophy the proposed development will seek to deliver (Volume BXC 3);
 - **Planning Statement** which outlines how the application has responded to current and emerging national, regional and local planning policy (Volume BXC 4);
 - **Transport Assessment** which examines the likely transport impact of the development (Volume BXC 5);
 - **Retail Assessment** which outlines the likely impact of the proposals from a retail perspective (Volume BXC6);
 - **Public Realm & Open Space Strategy** which describes the proposals for open space and landscaping within the development (Volume BXC7);
 - **Environmental Sustainability Strategy** inc Materials & Waste which examines how the proposals respond to the principles of sustainable development (Volume BXC8);
 - **Energy Strategy** and Assessment which outlines how the proposals seek to minimise the use of energy and hence Carbon Emissions (Volume BXC9);
 - **Social Infrastructure Strategy** which explains how the proposals respond to the social needs of the existing and new community (Volume BXC10);
 - **Utility Strategy** which outlines the proposals for utility services as a result of the development (Volume BXC11);
 - **Regeneration Strategy** which explains the benefits of the scheme to the local and wider area (Volume BXC12);
 - **Estate Management Strategy** which explains how new development is to be managed as it evolves (Volume BXC13);
 - **Housing Strategy** which explains the residential component of the proposals (Volume BXC14);
 - **Drainage Strategy** which establishes principles for the use of water on site (Volume BXC15);
 - **Flood Risk Assessment** which explains the Scheme deals with flood risk as part of the proposed improvements to the River Brent (Volume BXC16);

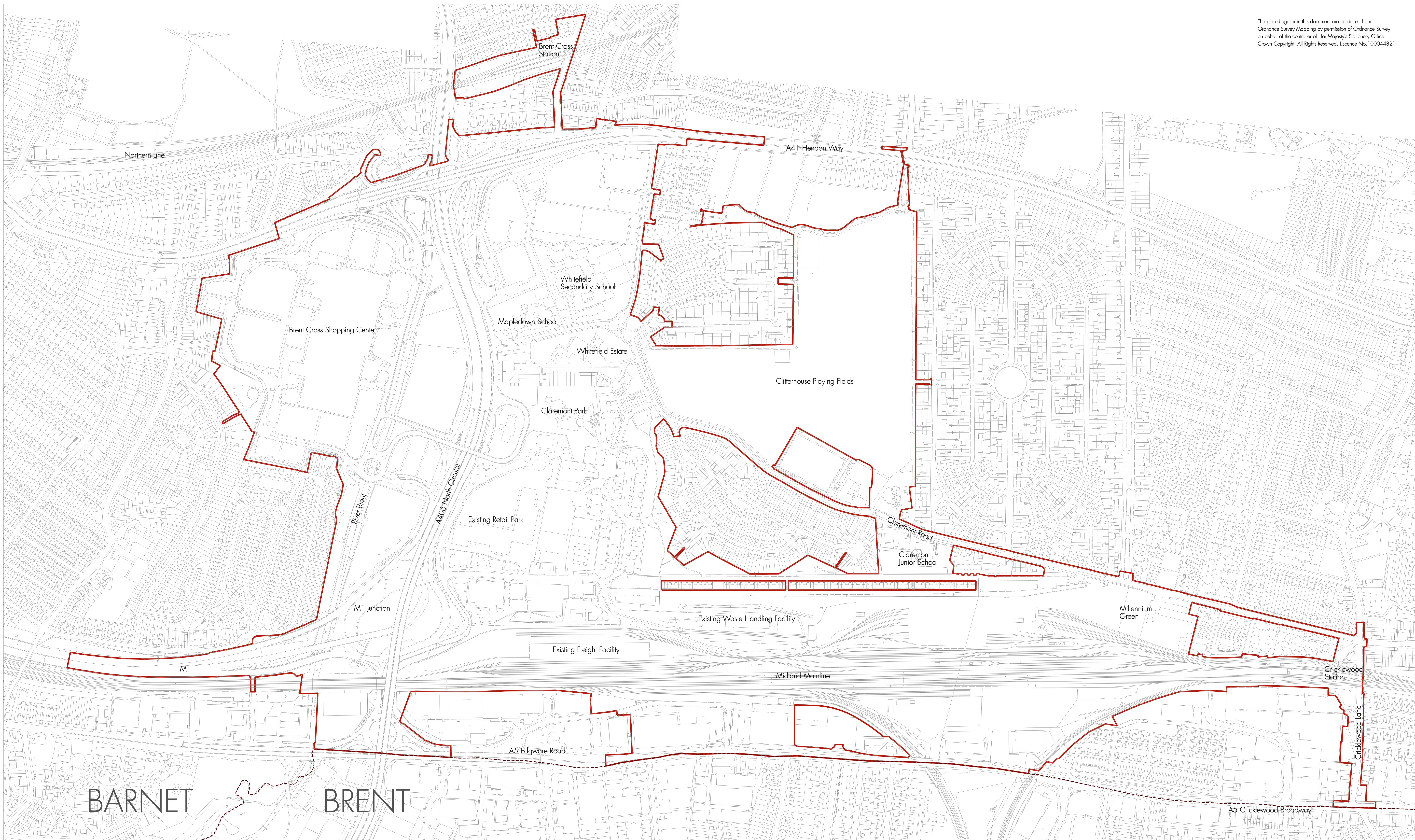
- **Contamination Assessment & Geo-technical Development Reports** which describes the current site contamination (Volume BXC17);
- **Health Impact Assessment** which explains how the scheme responds to the health needs of the wider community (Volume BXC18);
- **Statement of Community Involvement** which explains the consultation process undertaken by the applicants in preparing the planning application (Volume BXC19); and
- **Approval In Principle Documentation for Proposed Bridges** which explains the proposed engineering solution for the on site bridges (Volume BXC20);
- **Construction Impact Assessment** which identifies the construction transport impacts of the proposed development (BXC21).

23. Since March 2008 the applicants have been in discussions with the Council. As a result of requests for clarification on certain matters, the applicants have submitted updates to a number of the above documents which is summarised below.

| Reference | Document Title | Original Submission Date | Revision Date | Notes |
|-------------|---|---------------------------------|---------------|--|
| BXC1 | Application Forms, Certificate C and Agricultural Holding Certificate | 25 th March 2008 | November 2008 | Schedule 6 (drawing list) substituted to reflect revised plans |
| | Development Specification & Framework | 25 th March 2008 | November 2008 | Document revised |
| | Drawings & Plans | 25 th March 2008 | November 2008 | Updated plans substituted as Addendum |
| BXC2 | Environmental Statement (Vol 1a) | 25 th March 2008 | November 2008 | Document revised |
| | Environmental Statement (Vol 1b) | 25 th March 2008 | November 2008 | Document revised |
| | Environmental Statement (Vol 2) | 25 th March 2008 | November 2008 | Document revised |
| | Environmental Statement (NTS) | 25 th March 2008 | November 2008 | Document revised |
| BXC3 | Design & Access Statement | 25 th March 2008 | November 2008 | Document revised |
| | Design Guidelines | 25 th March 2008 | November 2008 | Document revised |
| BXC4 | Planning Statement | 25 th March 2008 | November 2008 | Addendum |
| BXC5 | Transport Assessment (Vol 1) | 15 th September 2008 | - | - |
| | Transport Assessment (Vol 2) | 15 th September 2008 | - | - |
| | Transport Assessment (Vol 3) | 15 th September 2008 | - | - |
| | Transport Assessment (Vol 4) | 15 th September 2008 | - | - |
| BXC6 | Retail Report | 25 th March 2008 | November 2008 | Document revised |
| BXC7 | Public Realm & Open Space | 25 th March 2008 | November 2008 | Addendum |

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|--------------|---|---------------------------------|---------------|---|
| BXC8 | Environmental Sustainability Strategy | 25 th March 2008 | November 2008 | Addendum |
| BXC9 | Energy | 25 th March 2008 | November 2008 | Document revised |
| BXC10 | Social Infrastructure Strategy | 25 th March 2008 | November 2008 | Addendum |
| BXC11 | Utility Strategy | 25 th March 2008 | - | - |
| BXC12 | Regeneration Strategy | 25 th March 2008 | November 2008 | Addendum |
| BXC13 | Estate Management Strategy | 25 th March 2008 | November 2008 | Addendum |
| BXC14 | Housing Strategy | 25 th March 2008 | - | - |
| BXC15 | Drainage Strategy | 25 th March 2008 | November 2008 | Addendum (Appendix 4 of the Addendum to BXC 16) |
| BXC16 | Stage 2 FRA | 25 th March 2008 | November 2008 | Addendum |
| | Stage 3 FRA | 25 th March 2008 | November 2008 | Addendum |
| BXC17 | Phase 1 Geo Tech | 25 th March 2008 | - | - |
| | Contamination Report | 25 th March 2008 | - | - |
| | Geo-Tech Development Report | 25 th March 2008 | - | - |
| | River Brent Remediation Report | 25 th March 2008 | - | - |
| BXC18 | Health Impact Assessment | 25 th March 2008 | November 2008 | Addendum |
| BXC19 | Statement of Community Involvement | 25 th March 2008 | - | - |
| BXC20 | Approval In Principle Documentation for Bridges | 25 th March 2008 | November 2008 | Relevant plans substituted as necessary |
| BXC21 | Construction Impact Assessment | 17 th September 2008 | - | - |

END



Key:
Land within Planning Application Boundary
London Borough Boundary