

# 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

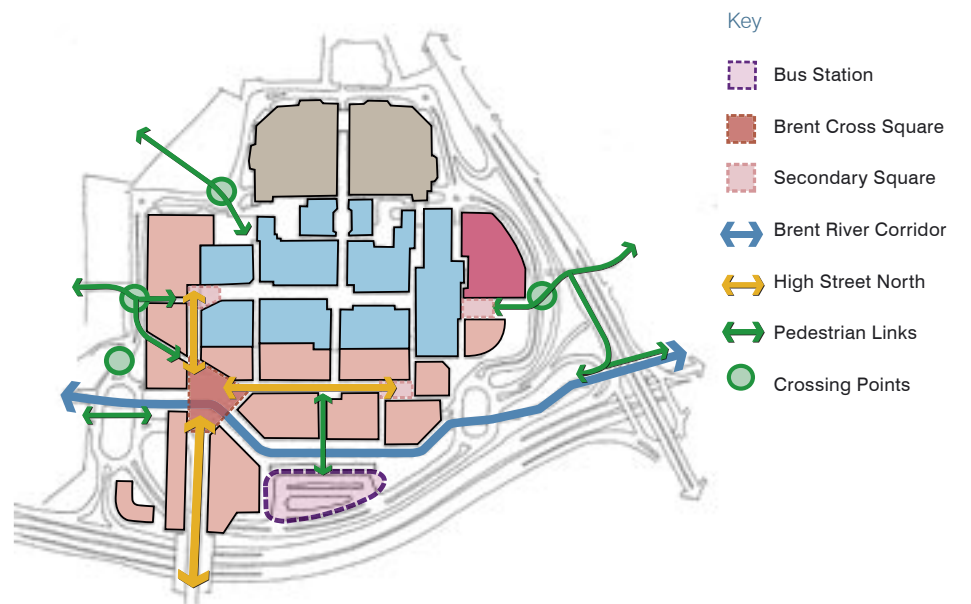
This area has a number of special design features. These may be described as follows:

- 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.

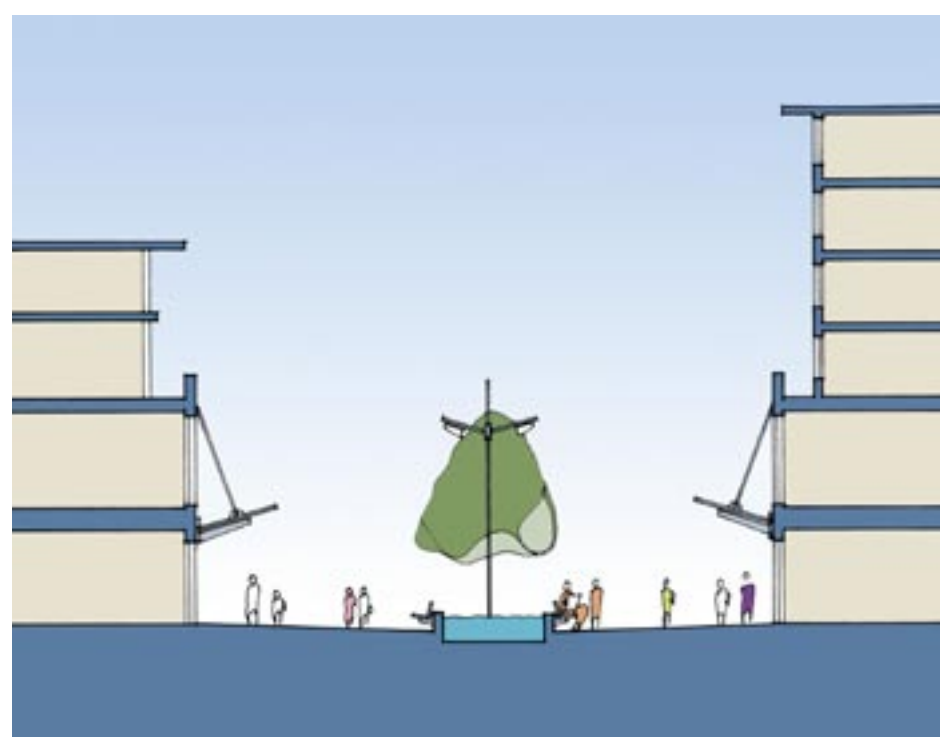


Figure 25: Section through High Street north side

## 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.

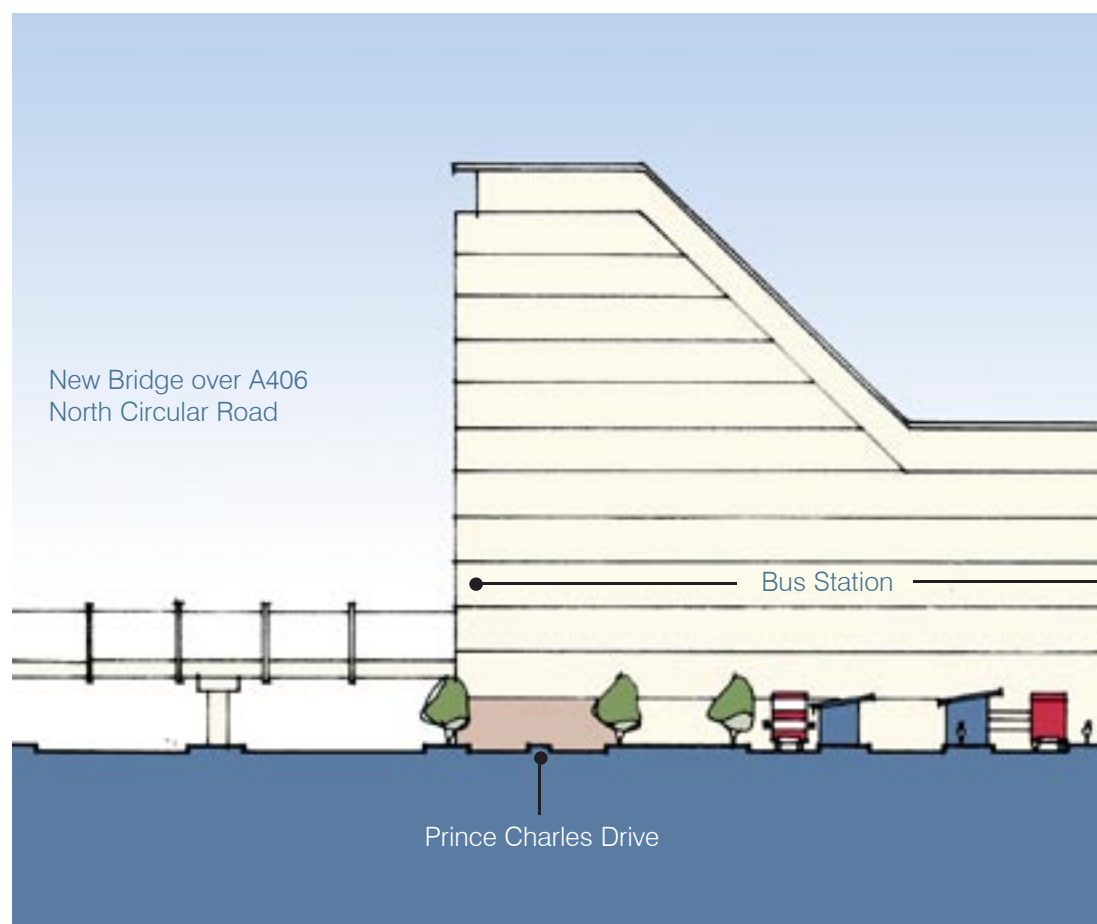
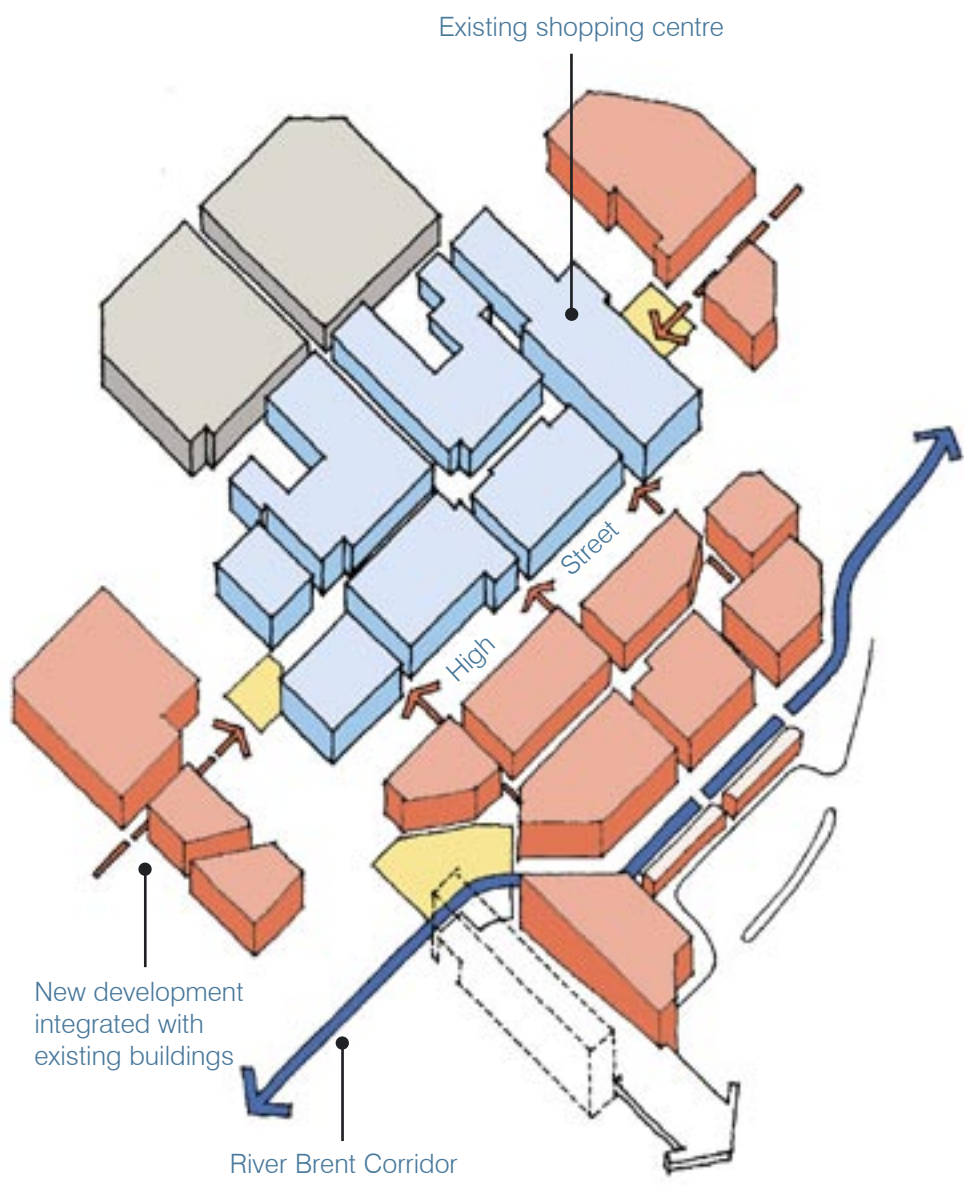


Figure 26: Section through the town centre north side

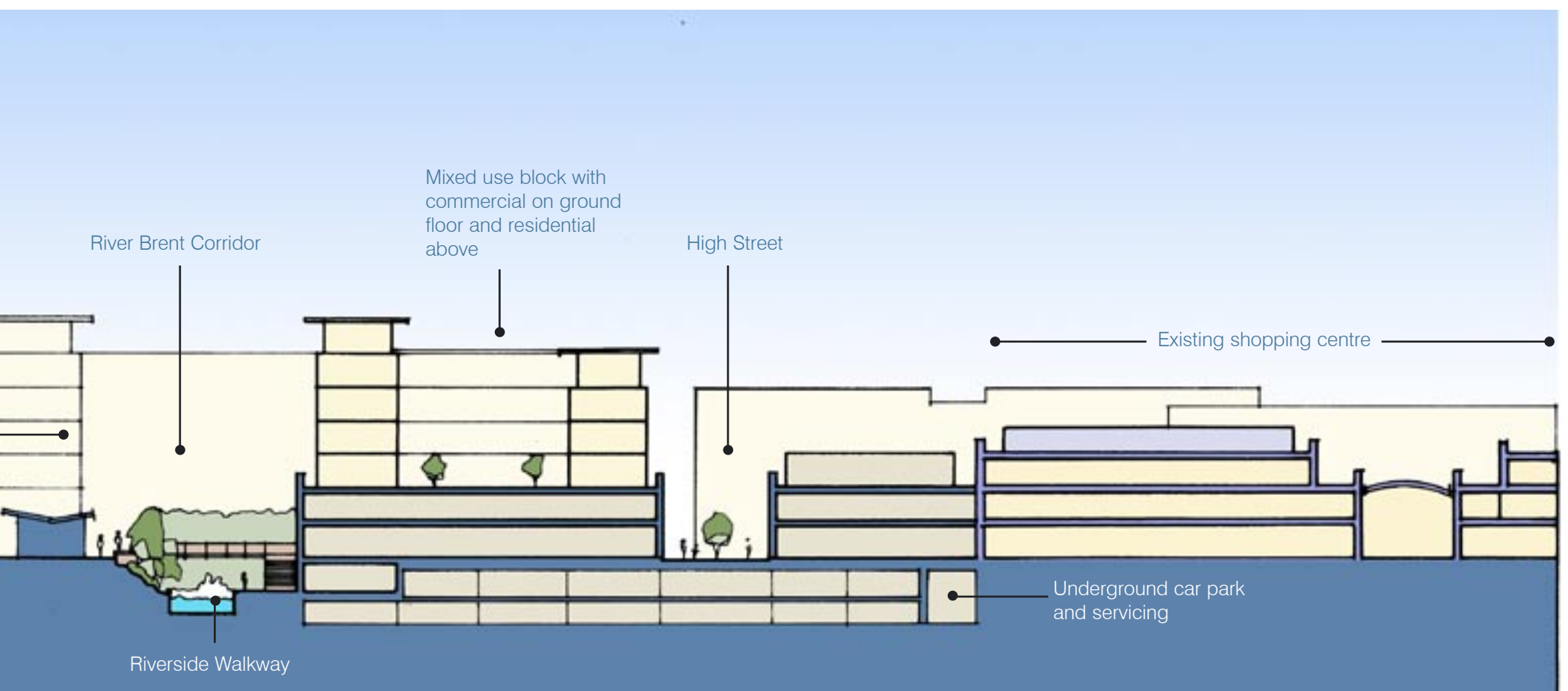




Existing shopping centre integrated with new development



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.

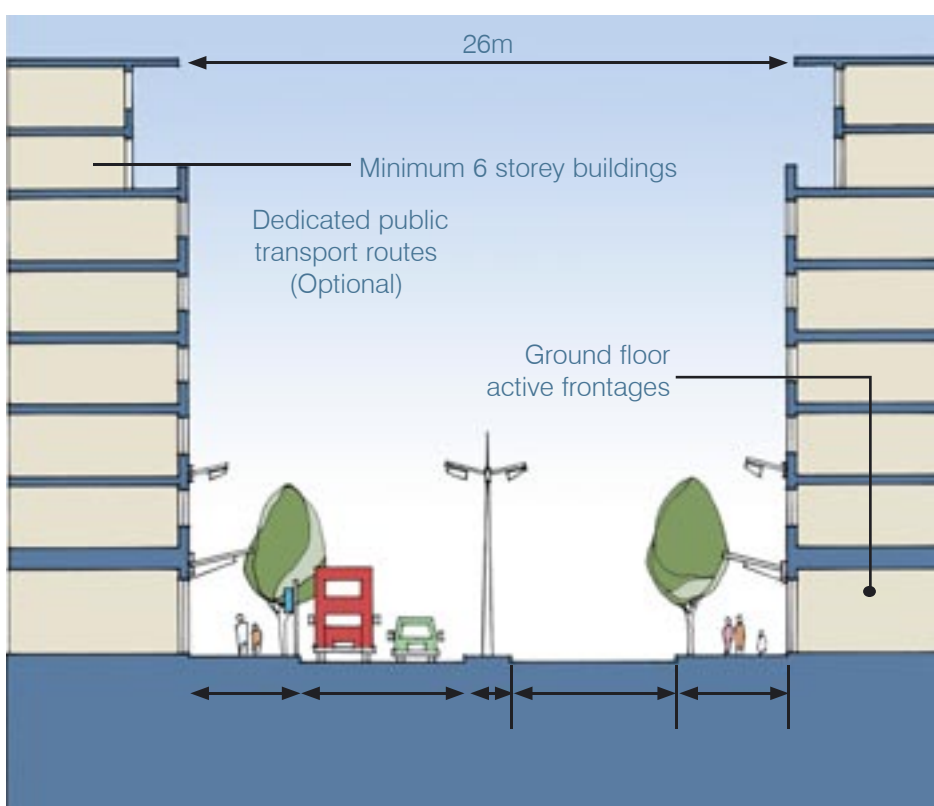
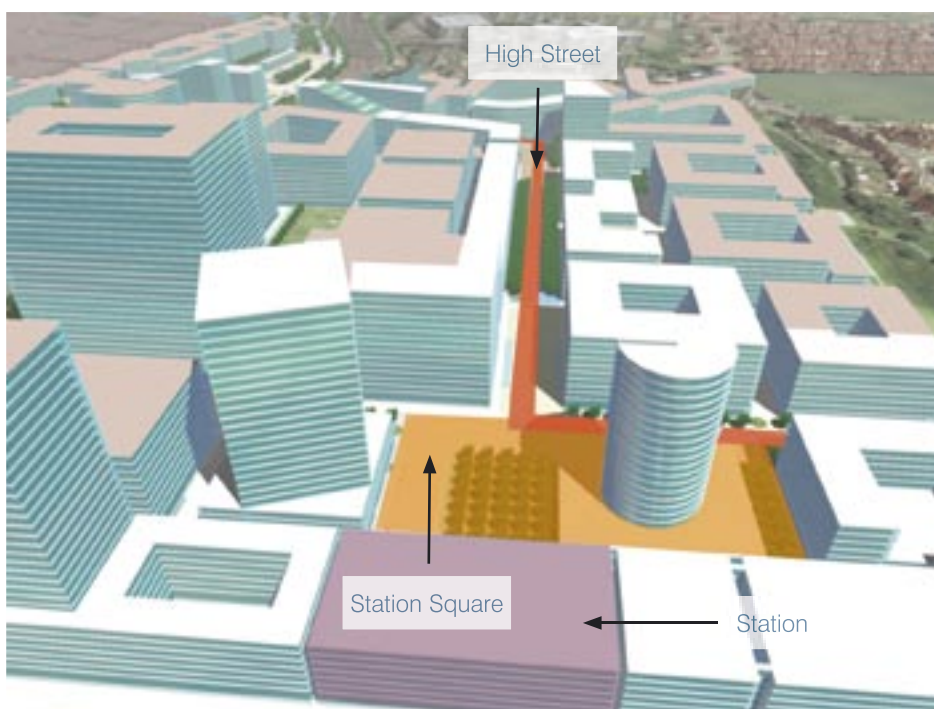


Figure 27: Section through the High Street - town centre south side

### 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.



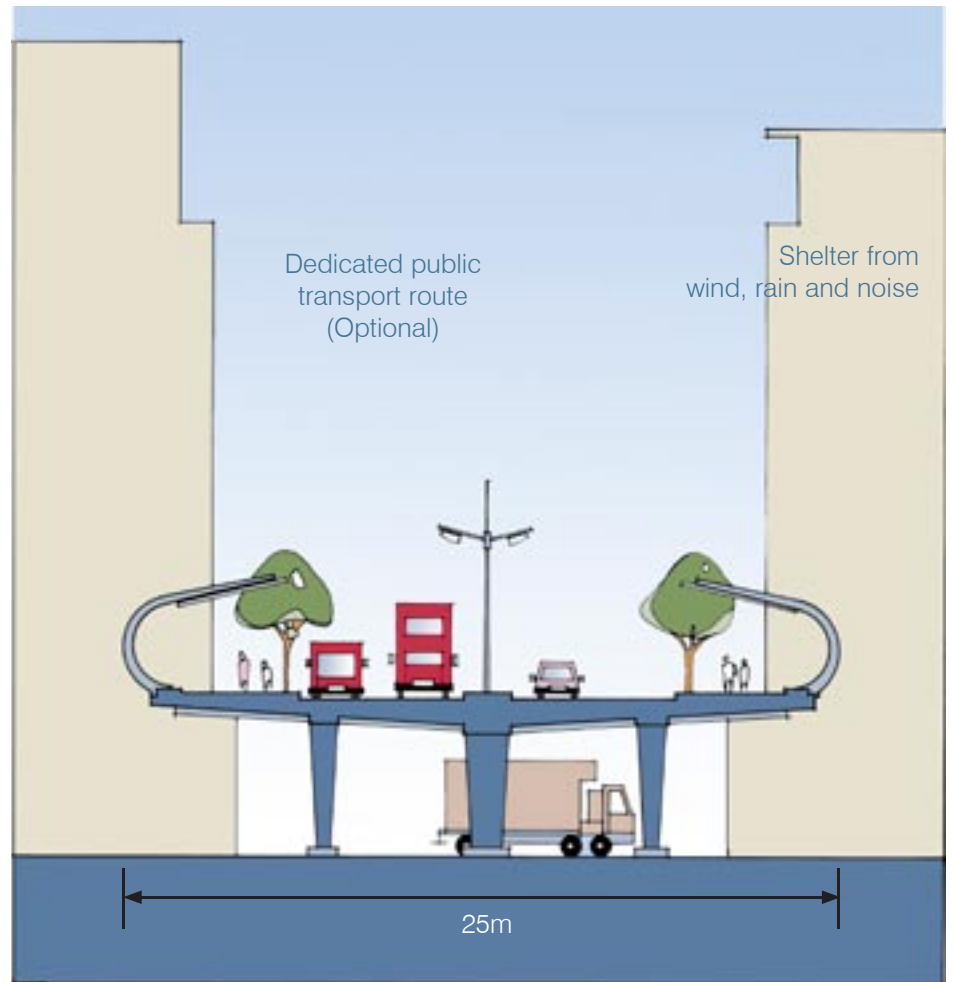


Figure 28: Section through bridge on the A406 North Circular

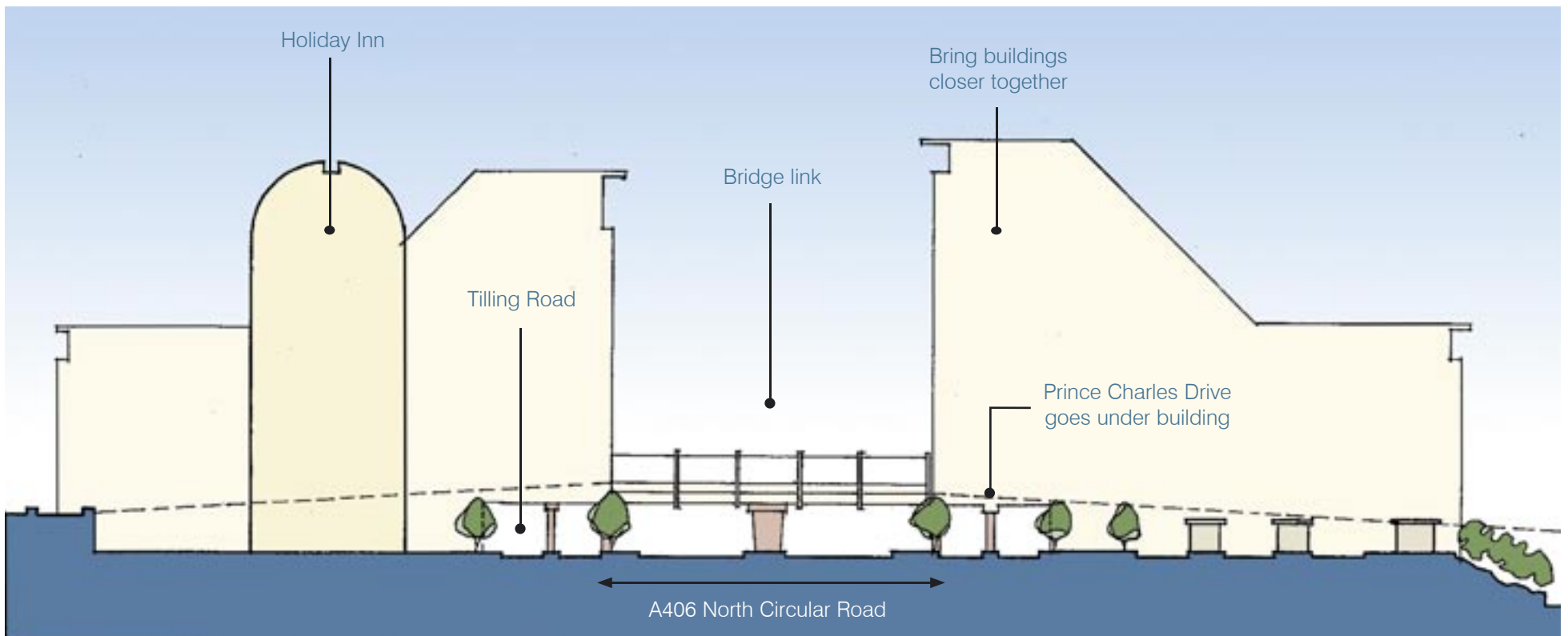


Figure 29: Section through A406 North Circular Road towards bridge link



## 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

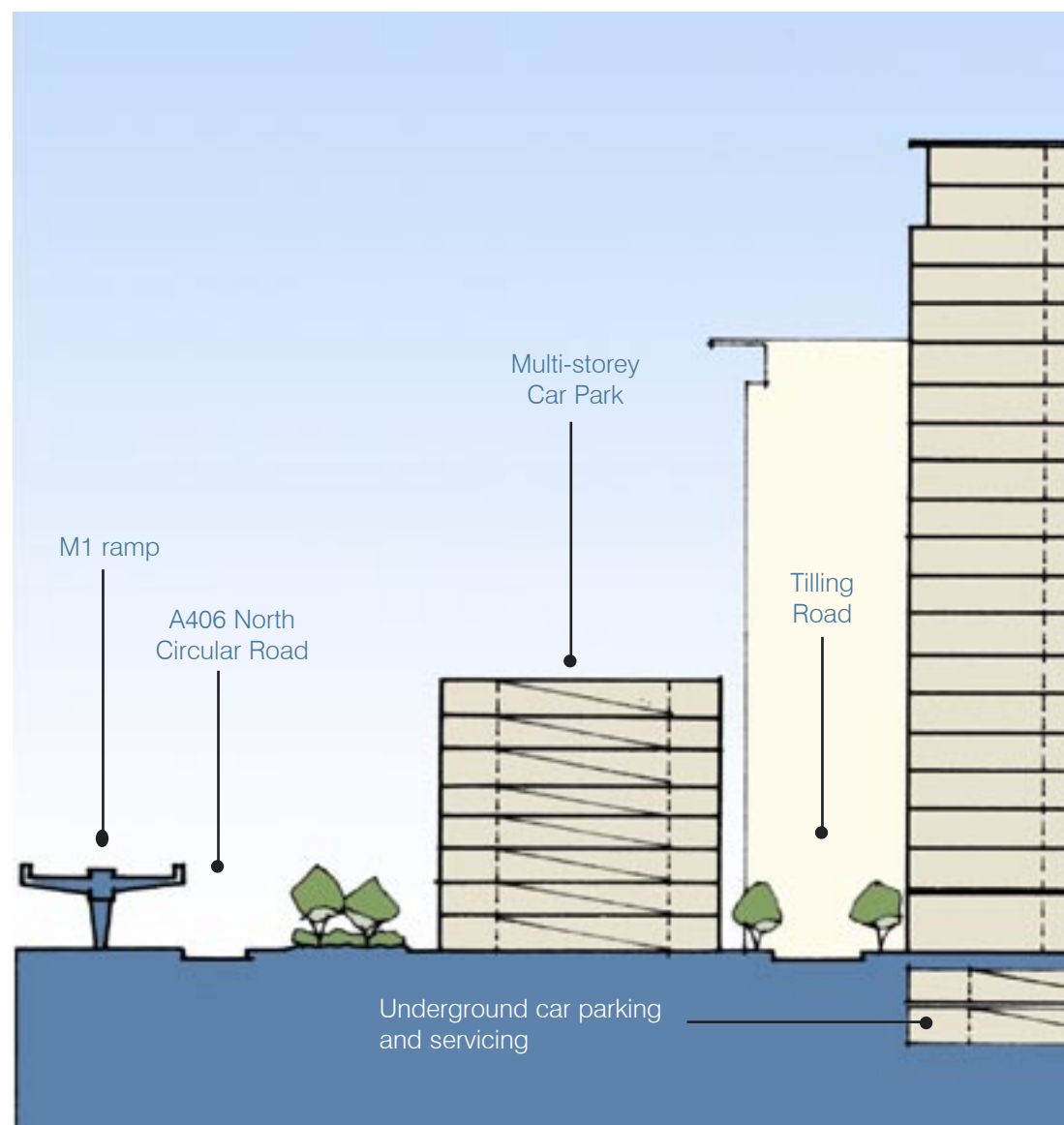


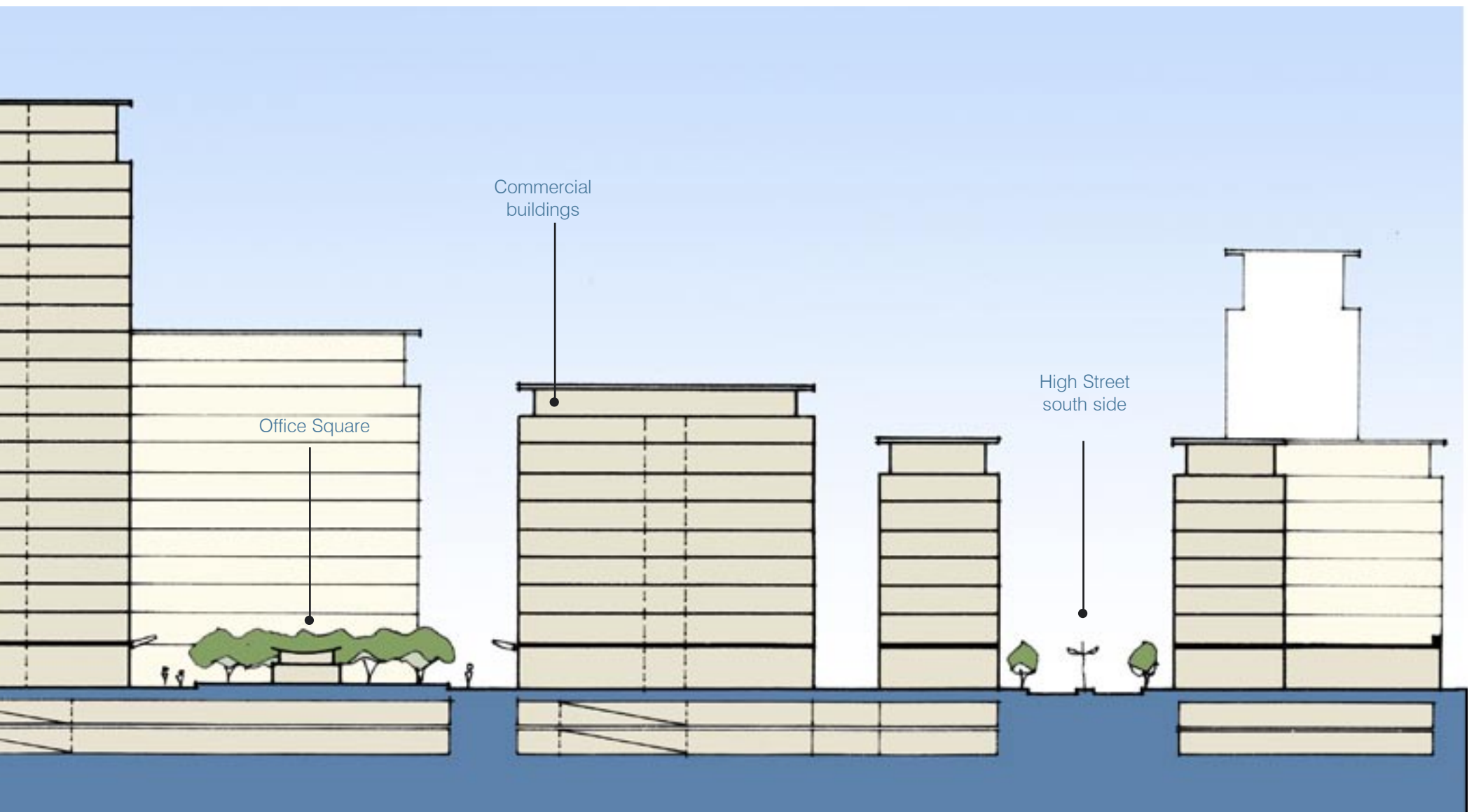
Figure 30: Section through commercial district



## 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.

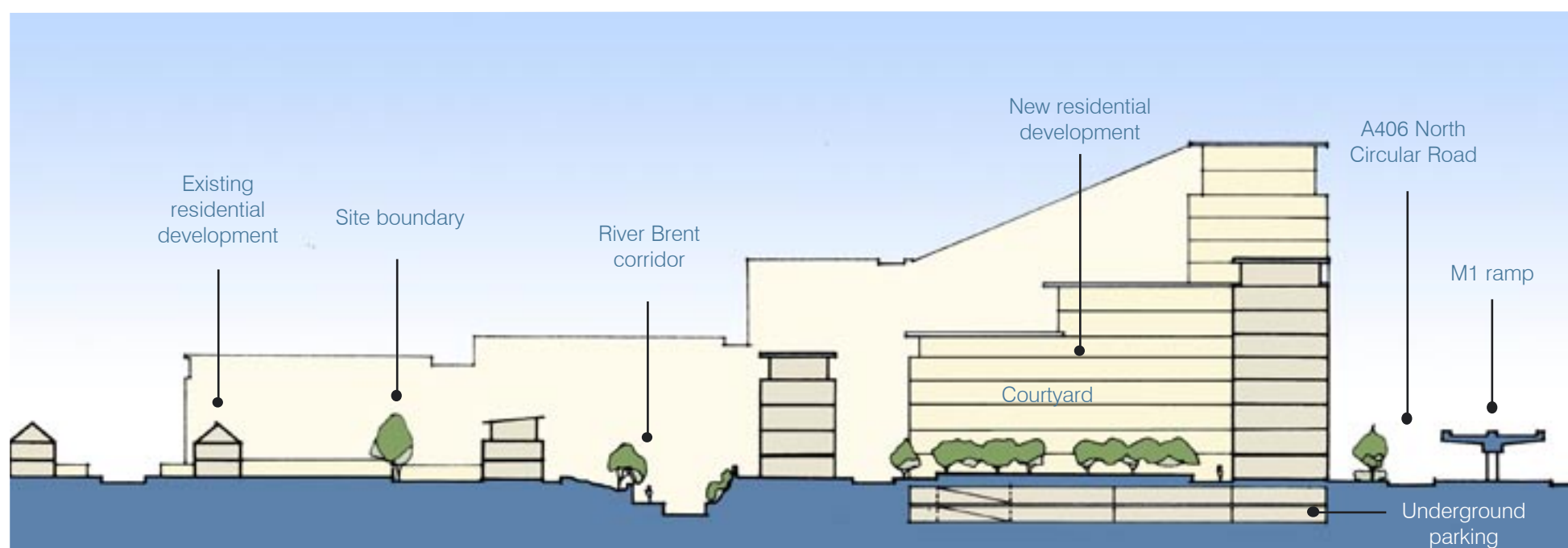


Figure 31: Section through residential quarter in town centre north

## 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

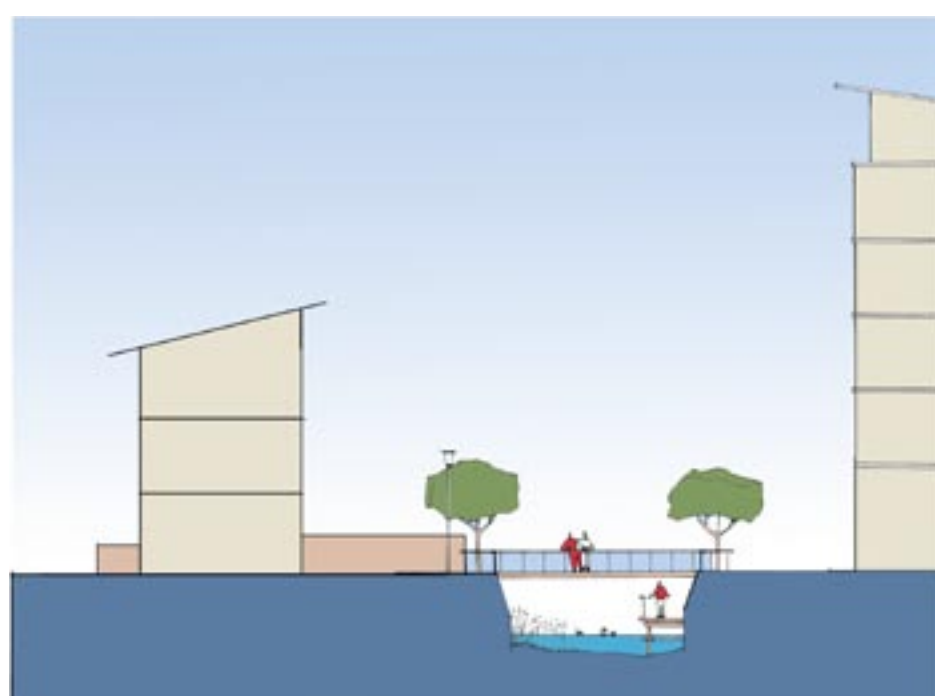


Figure 33: River Brent Corridor



## 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)

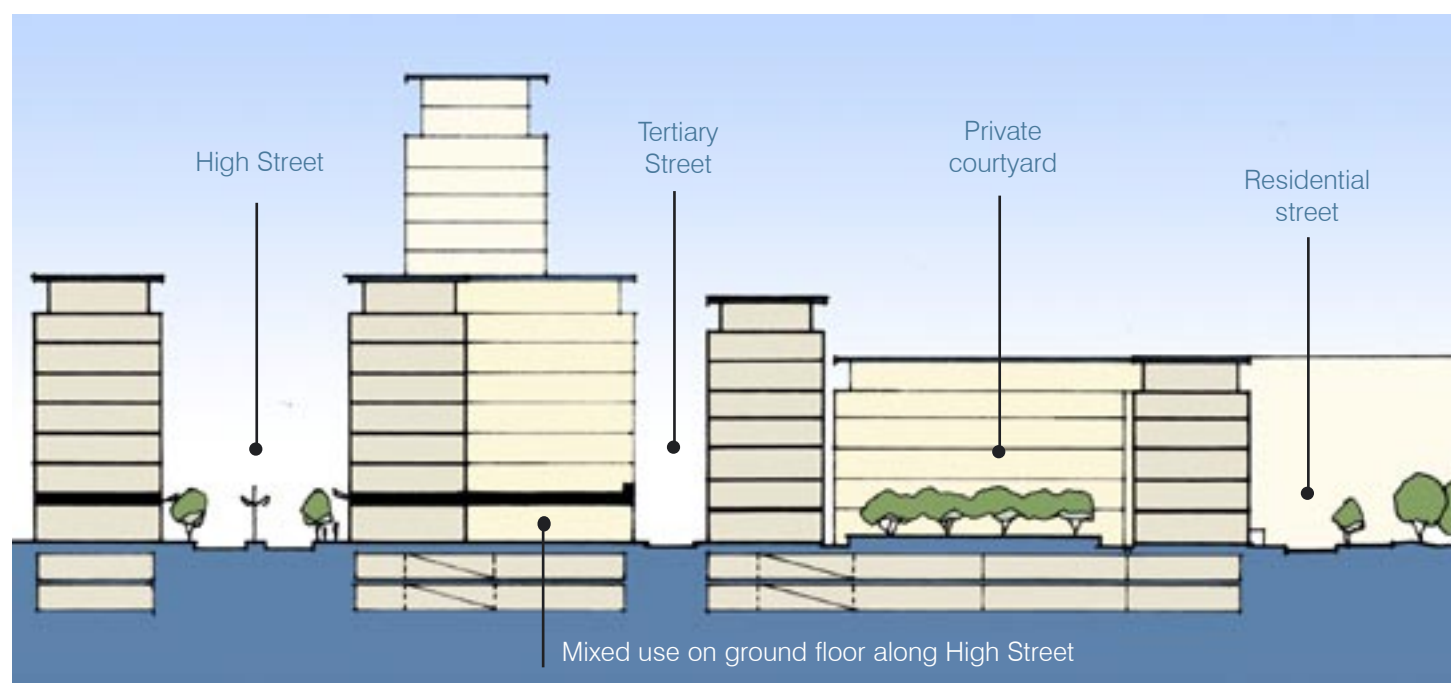


Figure 34: Section through residential quarter in town centre south



## 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

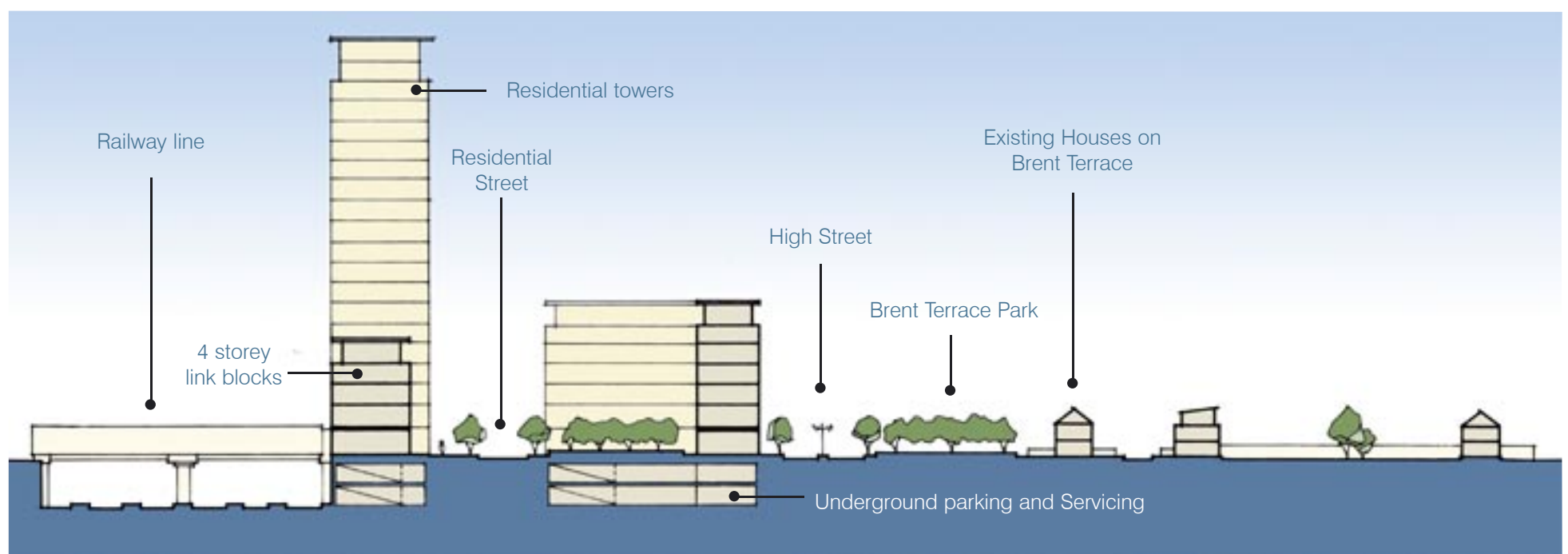
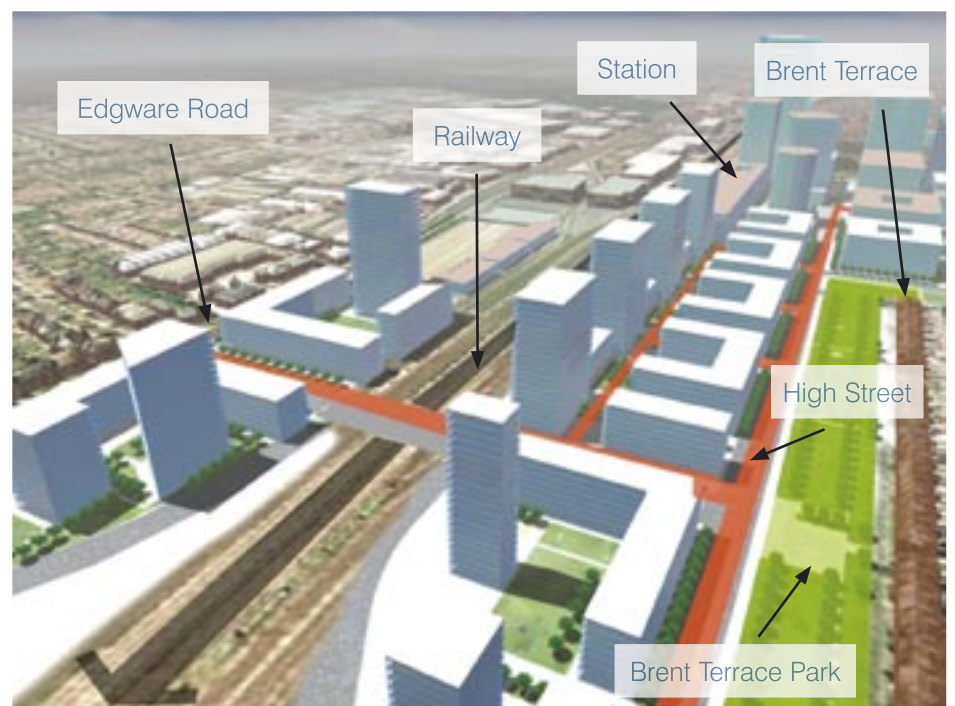


Figure 35: Section through Brent Terrace Corridor



## 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

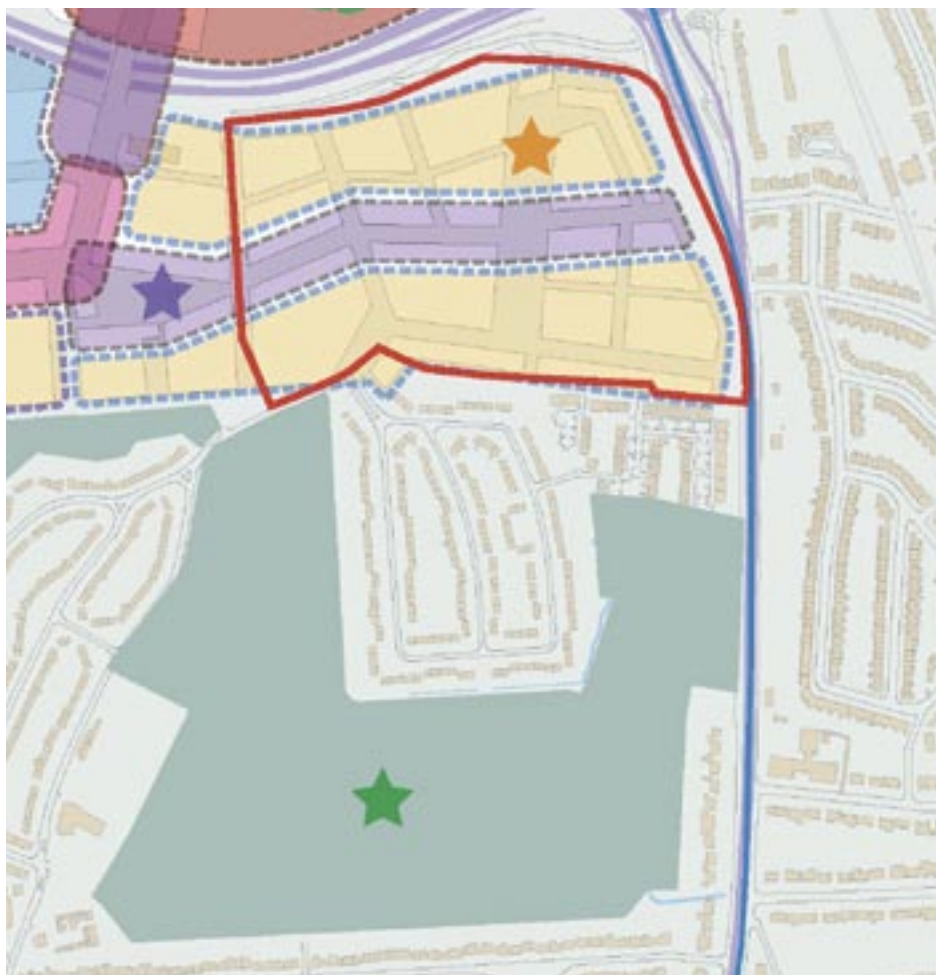
- Low, medium and high rise homes of mixed tenure at 100-200 units per hectare
- Retail, commercial and leisure uses, including health and fitness, local community centre, youth sailing base with shops and cafes
- Health care and children's facilities
- New and improved public open space
- Protection 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 CABE 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.

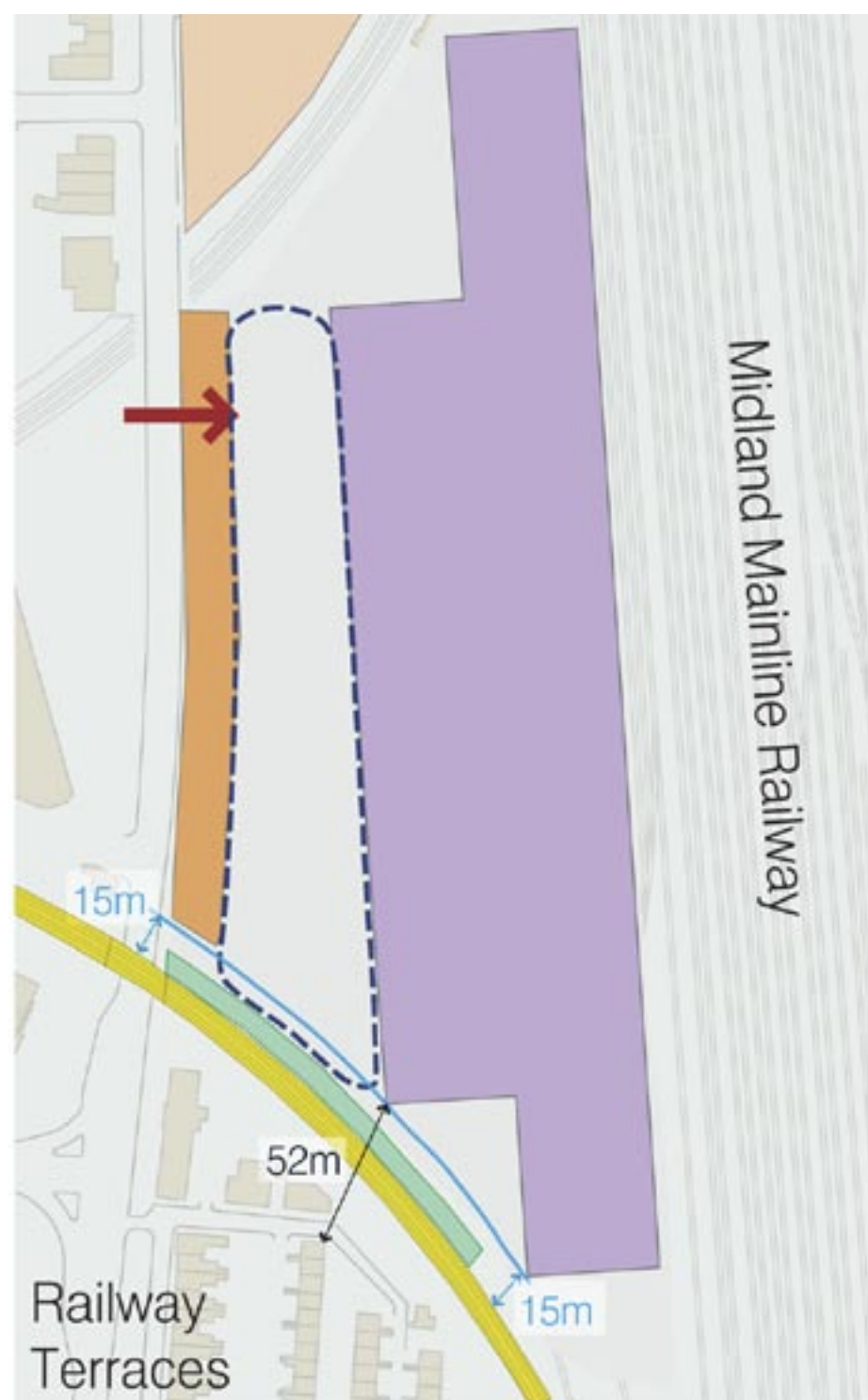


Figure 36: Freight facility





# 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.

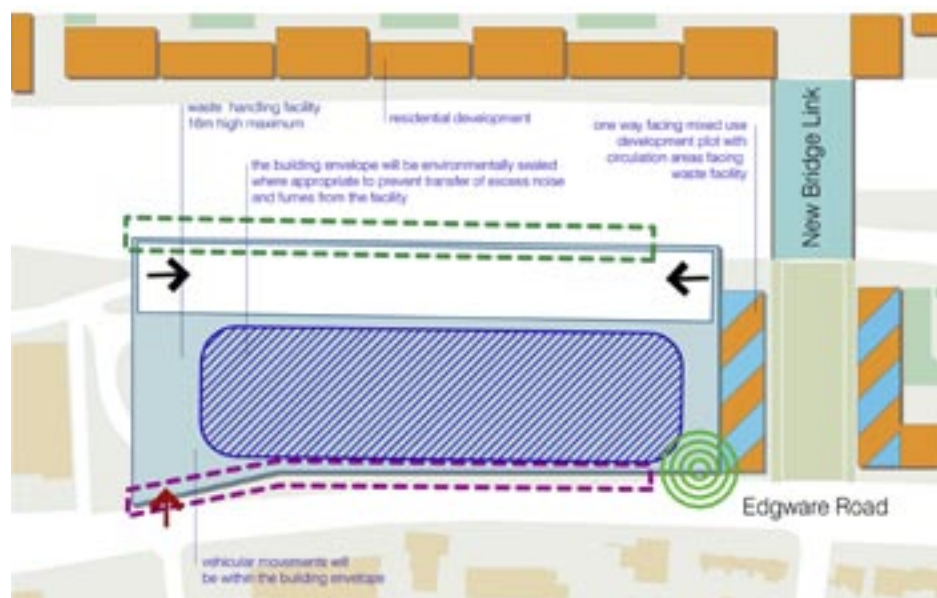











Figure 37: Waste handling facility

### 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