

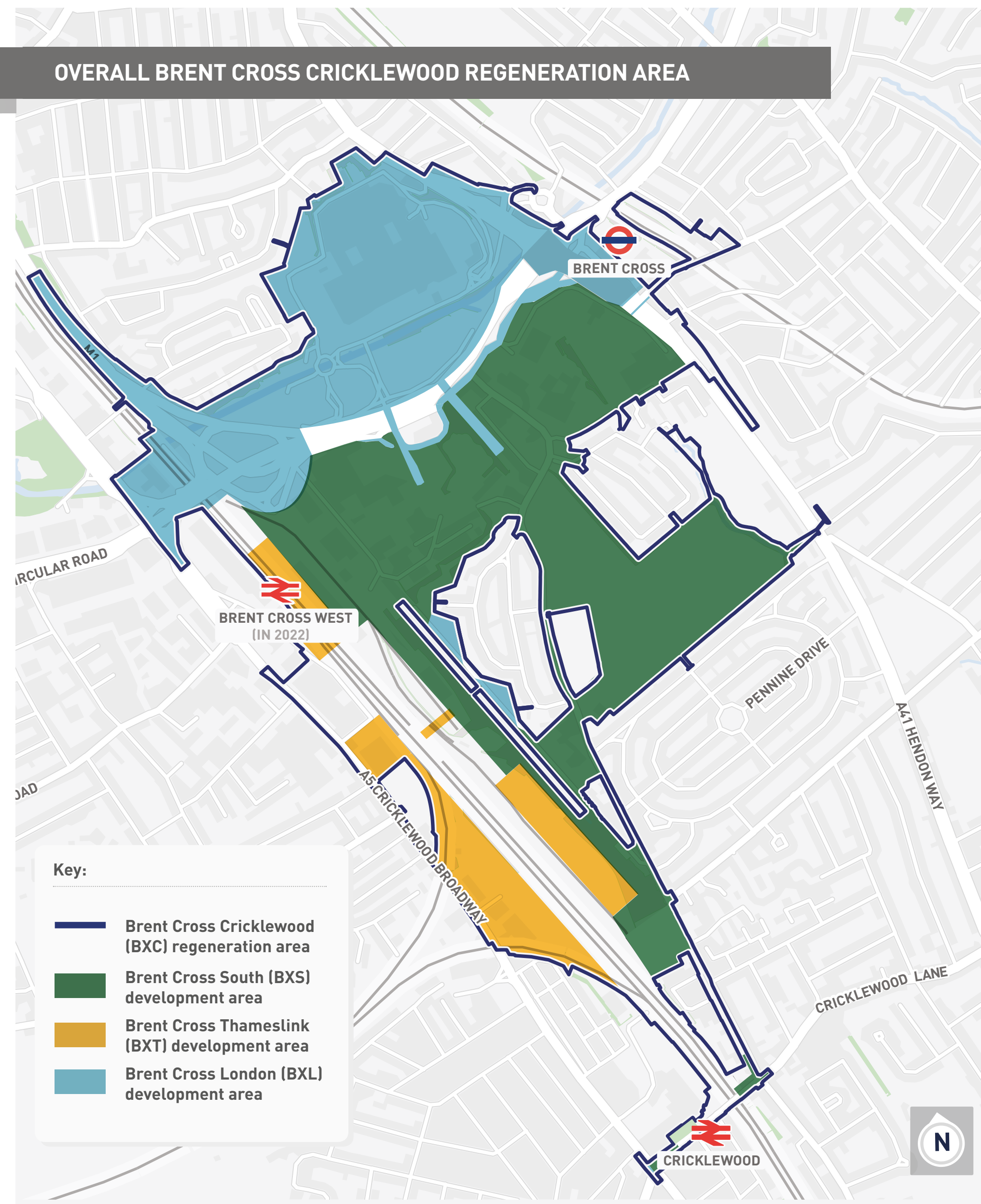


## 01 | BACKGROUND

### THE VISION

The Brent Cross Cricklewood development is Barnet Council's most significant growth and regeneration project. It will create a new sustainable mixed-use town centre for Barnet and North West London.

Covering approximately 370 acres, the Brent Cross Cricklewood development is one of London's biggest areas of regeneration.



The project includes three key components: 1) the creation of a thriving new town centre and high street at Brent Cross South; 2) the delivery of an additional Thameslink railway station to service the area; and 3) the transformation of Brent Cross Shopping Centre Brent Cross West.

#### Brent Cross South (BXS)

A new mixed-use town centre including up to 6,700 homes, office space for approximately 20,000 new jobs, rebuilding three existing schools as well as a new primary school, community and health facilities, improving existing local parks and creating around 21 acres of new or improved public realm. Delivered by the BXS Limited Partnership between Barnet Council and Argent Related.

[www.brentcrosssouth.co.uk](http://www.brentcrosssouth.co.uk)

#### New Thameslink Station (BXT)

Barnet Council with Network Rail are building the brand new Brent Cross West station to serve the regeneration area and existing communities, as well as moving the existing sidings, rebuilding the drivers' accommodation and replacing strategic rail freight facility and outdated waste transfer station.

[www.barnet.gov.uk/brentcrossthameslink](http://www.barnet.gov.uk/brentcrossthameslink)

#### Brent Cross London (BXL)

The planned £1.4 billion redevelopment by Hammerson and Aberdeen Standard Investments will renew and revitalise Brent Cross shopping centre, creating 200 new retail stores, 60 restaurants, a cinema complex and a new town square that will become a leisure and entertainment hub. The plans include an enlarged and relocated bus station, improved public spaces and significant employment and training prospects for local people.

[www.brentcrosslondon.co.uk](http://www.brentcrosslondon.co.uk)

### FURTHER INFORMATION ON BXL AND BXT

Each development partner has its own dedicated communications team, who can be contacted on the details below:

**(BXL) CONTACT INFORMATION**

[www.brentcrosslondon.co.uk](http://www.brentcrosslondon.co.uk)

**(BXS) CONTACT INFORMATION**

| 02077291705  
| [info@brentcrosssouth.co.uk](mailto:info@brentcrosssouth.co.uk)  
| [www.brentcrosssouth.co.uk](http://www.brentcrosssouth.co.uk)

**(BXT) CONTACT INFORMATION**

| 0344 225 0003  
| [brentcrossthameslink@capita.co.uk](mailto:brentcrossthameslink@capita.co.uk)  
| [www.barnet.gov.uk/brentcrossthameslink](http://www.barnet.gov.uk/brentcrossthameslink)

#### Brent Cross South (BXS)

FACTS AND FIGURES	ABOUT THE DEVELOPER	WELL CONNECTED	KEY MILESTONES FOR BXS
<ul style="list-style-type: none"> <li>Approximately 180 acres south of the North Circular Road (A406)</li> </ul> <p>When complete, Brent Cross South will include:</p> <ul style="list-style-type: none"> <li>Approximately 3 million+ sq ft (280,000 sq m) of work space</li> <li>Up to 465,000 sq ft (43,000 sq m) of retail and leisure</li> <li>Circa 20,000 new jobs</li> <li>Up to 6,700 homes</li> <li>8 public squares</li> <li>7 new and improved parks</li> <li>3 improved and 1 new school</li> </ul>	<p>A joint venture between Argent Related and Barnet Council will take forward the development of Brent Cross South.</p> <p>Argent Related is a UK company which combines the skills of Argent, the respected property developer with a track record in creating new pieces of UK cities, including King's Cross (London) and Brindley Place (Birmingham), and Related, who joined forces in March 2015 with Related, a privately-owned real estate firm in the United States.</p>	<ul style="list-style-type: none"> <li>Proposed new Thameslink station, Brent Cross West</li> <li>Brent Cross tube (Northern Line)</li> <li>Existing Cricklewood Thameslink Station</li> <li>Approx. 12 mins to St. Pancras International</li> <li>Direct rail link to Crossrail (2018)</li> <li>Direct access to Luton and Gatwick Airports</li> </ul>	<p>2010 - Outline Planning Permission approved</p> <p>2014 - Outline Planning Permission varied (s73 Permission)</p> <p>2016 - BXS Limited Partnership formed between Argent Related and LB Barnet</p> <p>2017 - Public consultation and detailed planning (Reserved Matters) submission for first southern plot (Phase 1BS)</p> <p>2019 - Target start on-site</p> <p>2021/22 - First buildings scheduled to be completed</p>

#### New Thameslink Station (BXT)

FACTS AND FIGURES	ABOUT THE DEVELOPER	WELL CONNECTED	KEY MILESTONES FOR BXT
<p>The Brent Cross Thameslink development includes:</p> <ul style="list-style-type: none"> <li>New Brent Cross West station</li> <li>Relocated sidings to serve the Midland mainline</li> <li>Strategic rail freight facility</li> <li>Replacement waste transfer station</li> <li>New vehicle and pedestrian bridge across Midland Mainline</li> <li>Highway junction improvements on A5 Edgware Road</li> </ul>	<p>The BXT development is delivered by the Barnet Council and Capita joint venture partnership Re Ltd (Regional Enterprise Ltd) in partnership with Network Rail.</p>	<ul style="list-style-type: none"> <li>Brent Cross West station will be between existing Cricklewood &amp; Hendon stations</li> <li>Thameslink services will link Bedford/St Albans to Brighton, improving connections to Luton and Gatwick airports</li> <li>Journey time of 12 minutes to King's Cross St Pancras</li> </ul>	<p>2010 - Outline Planning Permission granted and varied in 2014</p> <p>2018 - Communities Secretary approves COP3</p> <p>2018 - Rail freight facility planning consent granted</p> <p>2018 - Summer start of site clearance</p> <p>2018 - Waste transfer station planning consent granted</p> <p>2018 - Planning application for driver accommodation and track realignment submitted</p> <p>2019 - Station planning application submission</p> <p>2022 - Station due to open</p>

#### Brent Cross London (BXL)

FACTS AND FIGURES	ABOUT THE DEVELOPERS	FUTURE OF BXL	KEY MILESTONES FOR BXL
<p>The Brent Cross London development is a £1.4bn development which includes:</p> <ul style="list-style-type: none"> <li>2 million sq ft of retail and leisure space</li> <li>Up to 150 new retail stores</li> <li>50 restaurants, a cinema complex and hotel</li> <li>A town square that will become a hub for leisure and entertainment</li> <li>An enlarged and relocated bus station</li> <li>Improved public spaces, including a new Riverside Park</li> <li>New employment and training prospects for local people</li> </ul>	<p>Brent Cross London is being delivered by Hammerson and Aberdeen Standard Investments, which have a 40-year involvement in Brent Cross Shopping Centre, having jointly developed the site in March 1976 to introduce what was the first state-of-the-art out of town shopping centre in the UK.</p>	<ul style="list-style-type: none"> <li>Step change in the quantity and range of leisure facilities and food &amp; beverage (F&amp;B)</li> <li>Space for pop-ups and concept stores to test appetite for latest trends</li> <li>Major new addition of a market-style level, paying tribute to London's foodie heritage</li> <li>Extensive leisure offer with Showcase Cinema de Lux - the first in London - recently announced</li> </ul>	<p>2017 - Detailed planning consent granted for shopping centre expansion end of 2017</p> <p>Contractors appointed ahead of enabling works starting</p> <p>Continued pre-letting following recent signings with John Lewis and Showcase Cinema de Lux</p>



## 02 | WELCOME TO THE PHASE 1C, BRENT CROSS SOUTH EXHIBITION

### WELCOME

Brent Cross South is being delivered by a partnership between Argent Related and Barnet Council. This exhibition will focus on:

- The final design submissions for Plots 11 and 13 and the associated public spaces within Phase 1 (South) that were submitted to Barnet Council in October 2018
- The updated design for Claremont Park that is to be submitted to Barnet Council in early 2019

The exhibition material will also cover information about future construction management and construction routes.

At the end of October, a number of planning applications were submitted to Barnet Council. In addition to the reserved matters applications for Plots 11 and 13 mentioned above, a separate application was submitted for the streets and public realm adjacent to those plots (referred to here as Phase 1 (South) public realm), as well as:

- an application to make minor amendments to the already consented internal streets either side of Plot 12 to address accesses and entrances into Plots 11 and 13; and

- non-material amendments to the outline planning permission (the s73 Permission) to (i) seek to retain the full length of Claremont Road, (ii) to move floorspace from Station Quarter into Market Quarter, and (iii) to update a number of conditions with reference to current regulations.

### FEEDBACK

The purpose of this exhibition is to share with you the submitted designs for Plots 11 and 13 and the associated public spaces within Phase 1 South. As this has now been submitted to Barnet Council's local planning authority for approval, you can provide feedback through its formal consultation process on the Council's planning portal. Please take a flyer for further information on how to do this.

The other purpose of this exhibition is to hear your feedback on the revised design for Claremont Park.

Members of the project team are on hand today to answer any questions you have, and feedback forms are available for you to share your thoughts on the Claremont Park design. Thank you for attending the exhibition.



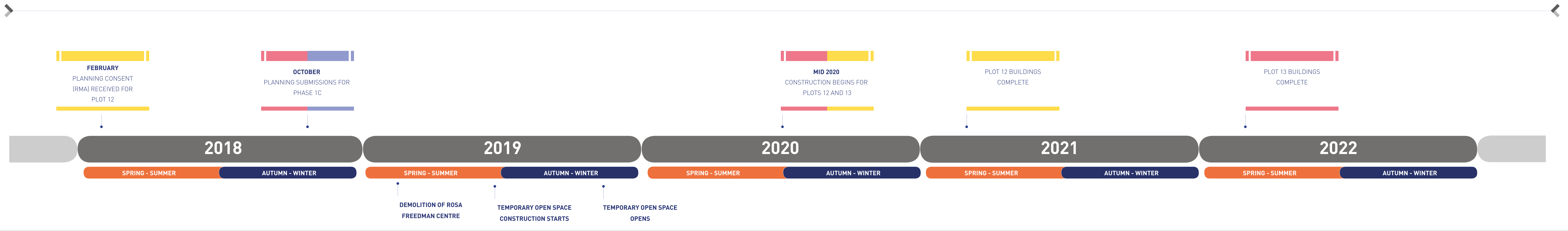
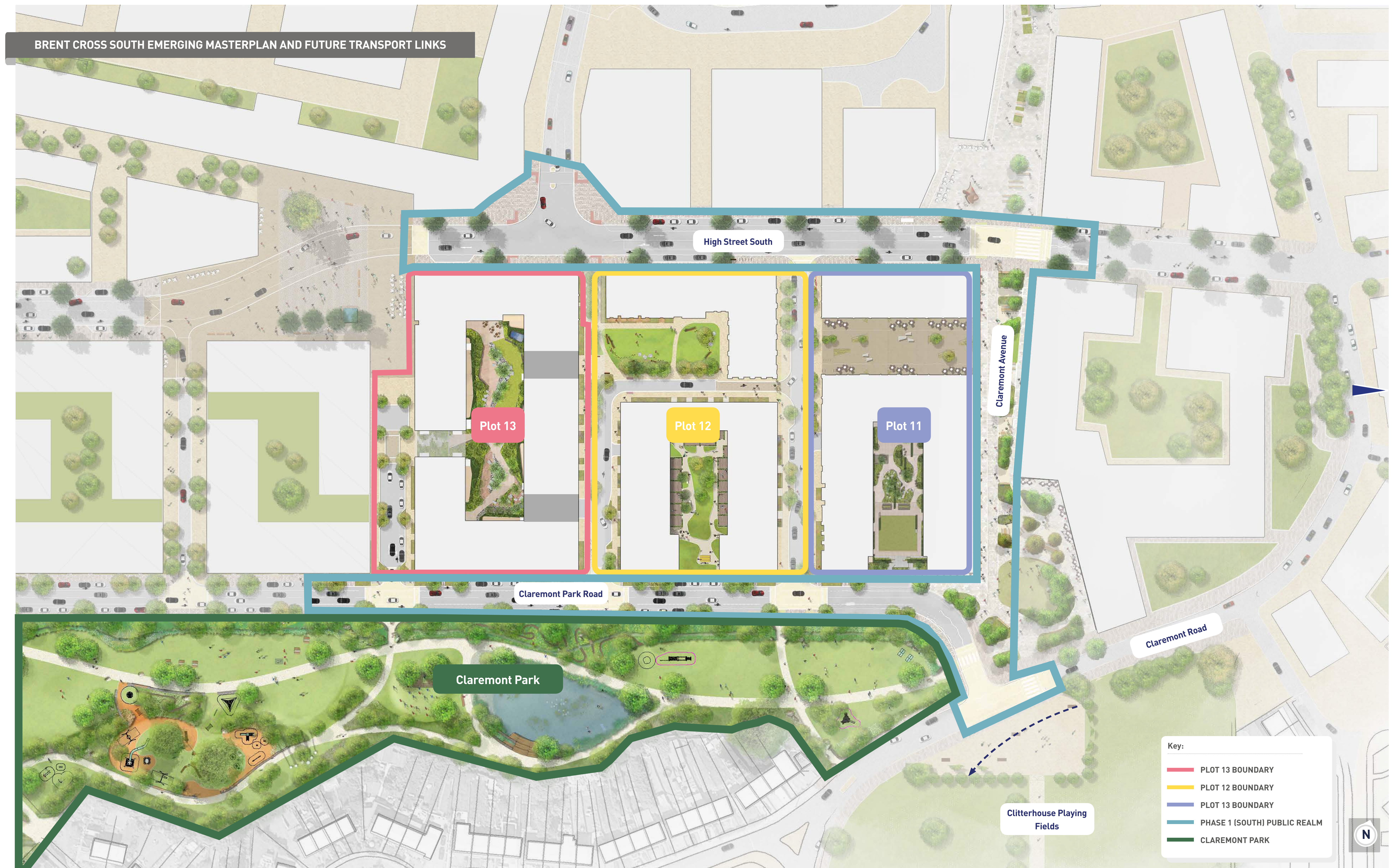
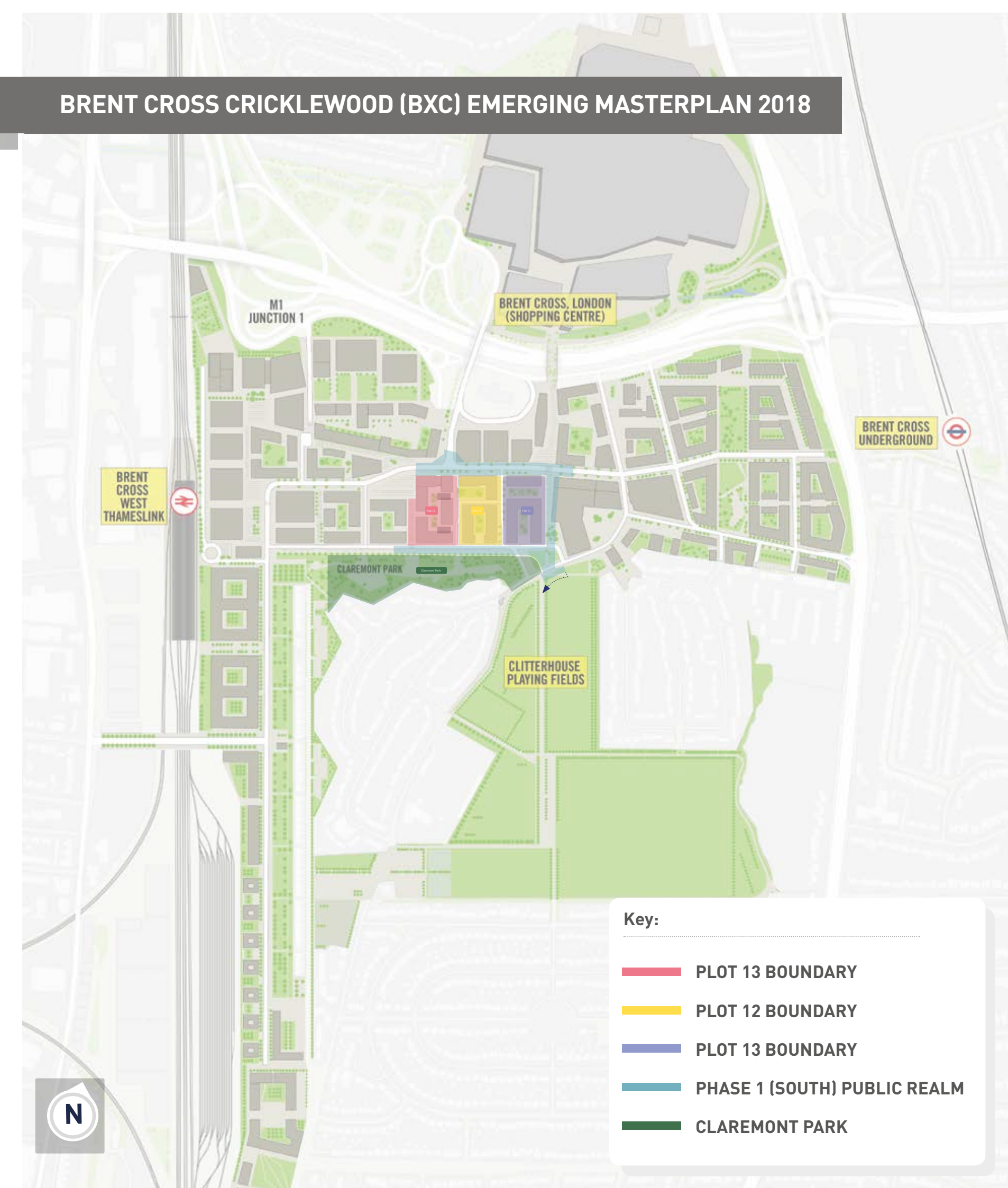


**03 | THE NEW NEIGHBOURHOOD**

**ABOUT THE NEW NEIGHBOURHOOD**

Brent Cross South will be a new neighbourhood for north west London for living, working and leisure. It will comprise 6,700 homes, office space for approximately 20,000 new jobs, rebuilding three existing schools as well as a new primary school, community and health facilities, improving existing local parks and creating around 21 acres of new or improved public realm.

The first elements to be delivered will be within the first Phase are the three Plots outlined in the masterplan below (11,12 and 13) and Claremont Park. The first three buildings to be delivered will be plots 11,12 and 13. Construction is likely to start on plots 12 and 13 in mid 2020 with completion towards mid 2021.





## 04 | PLOT 13 - HEIGHTS, MASSING AND BUILDING MATERIALS

### ABOUT PLOT 13

Plot 13 has been designed by architects Squire and Partners. It will have 348 homes within **250,000 sq ft** of net area.

The buildings will have a range of uses on the ground floor including:

- A large community facility
- A range of retail which complements the wider masterplan
- A neighbourhood cinema
- Cycle provision
- Courtyard for residents (at raised 'podium' level)

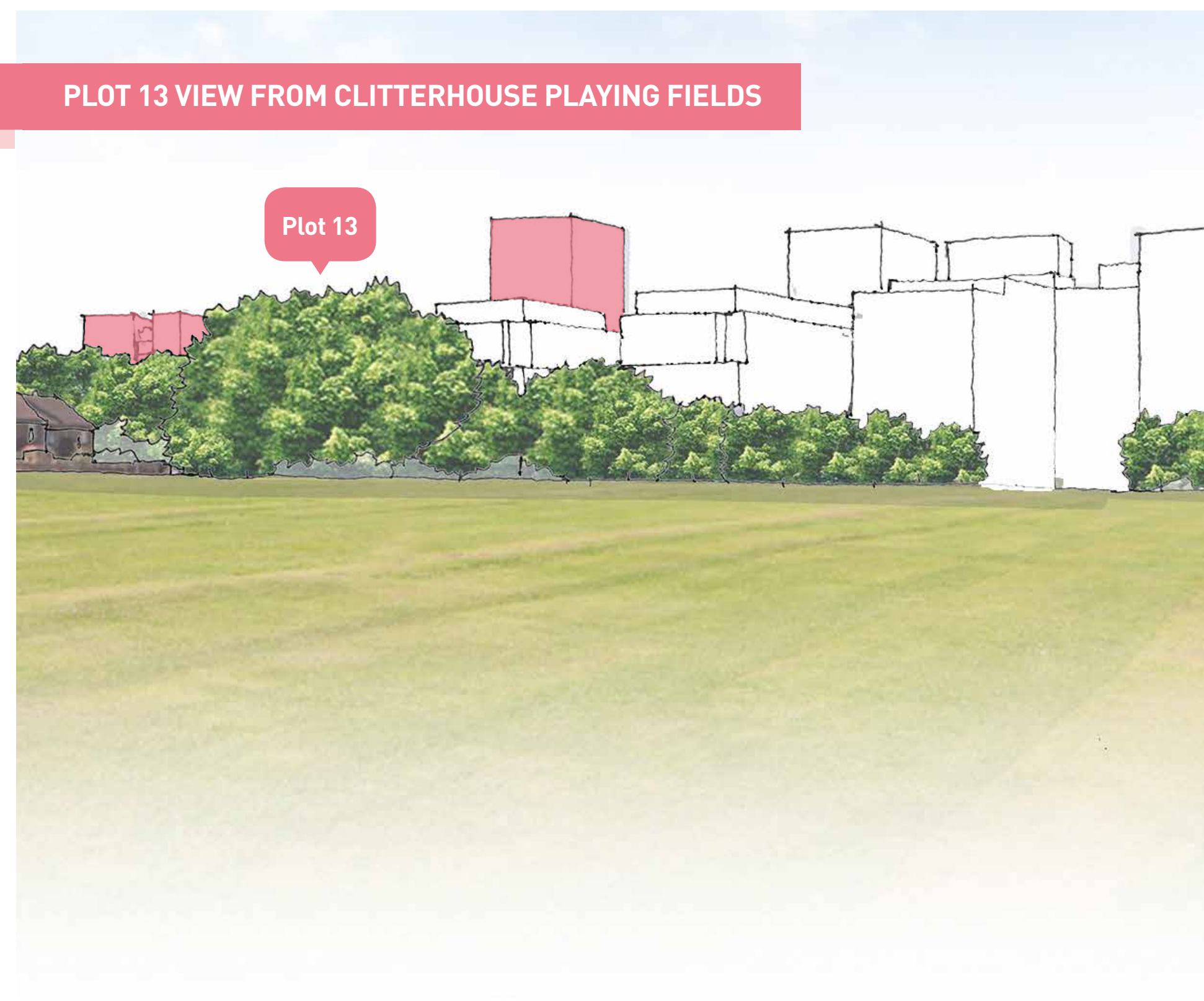
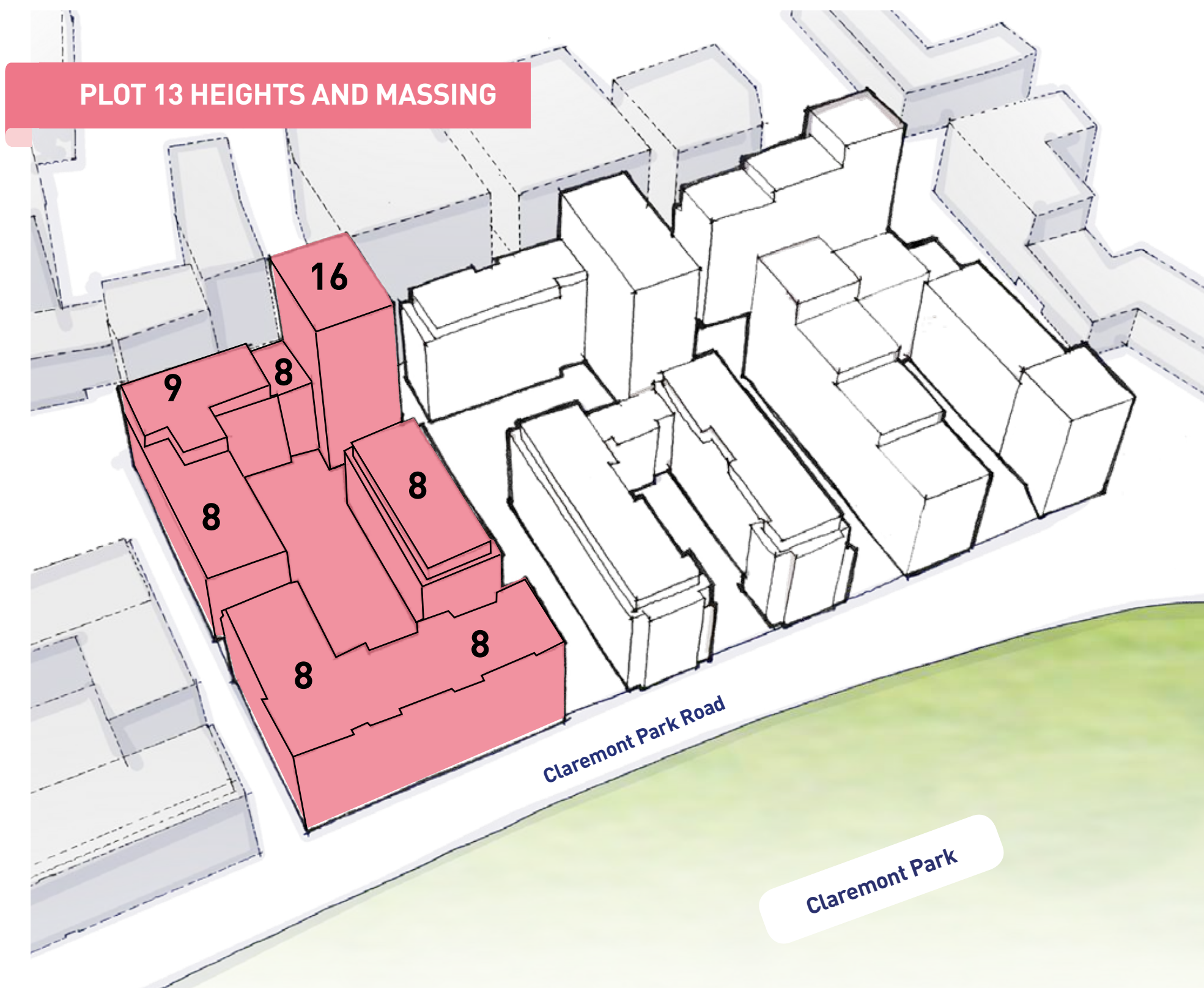
A taller element is proposed on the north-east corner to differentiate the block from its neighbours and be visible from both Station Square to the west and when crossing Templehof Bridge (to the north).

The design has vertical elements to break up the façades, and is inspired by the typical London mansion block. The change in colour of façades (red brick, buff brick and glass reinforced concrete) also helps to create the impression of three distinct blocks.

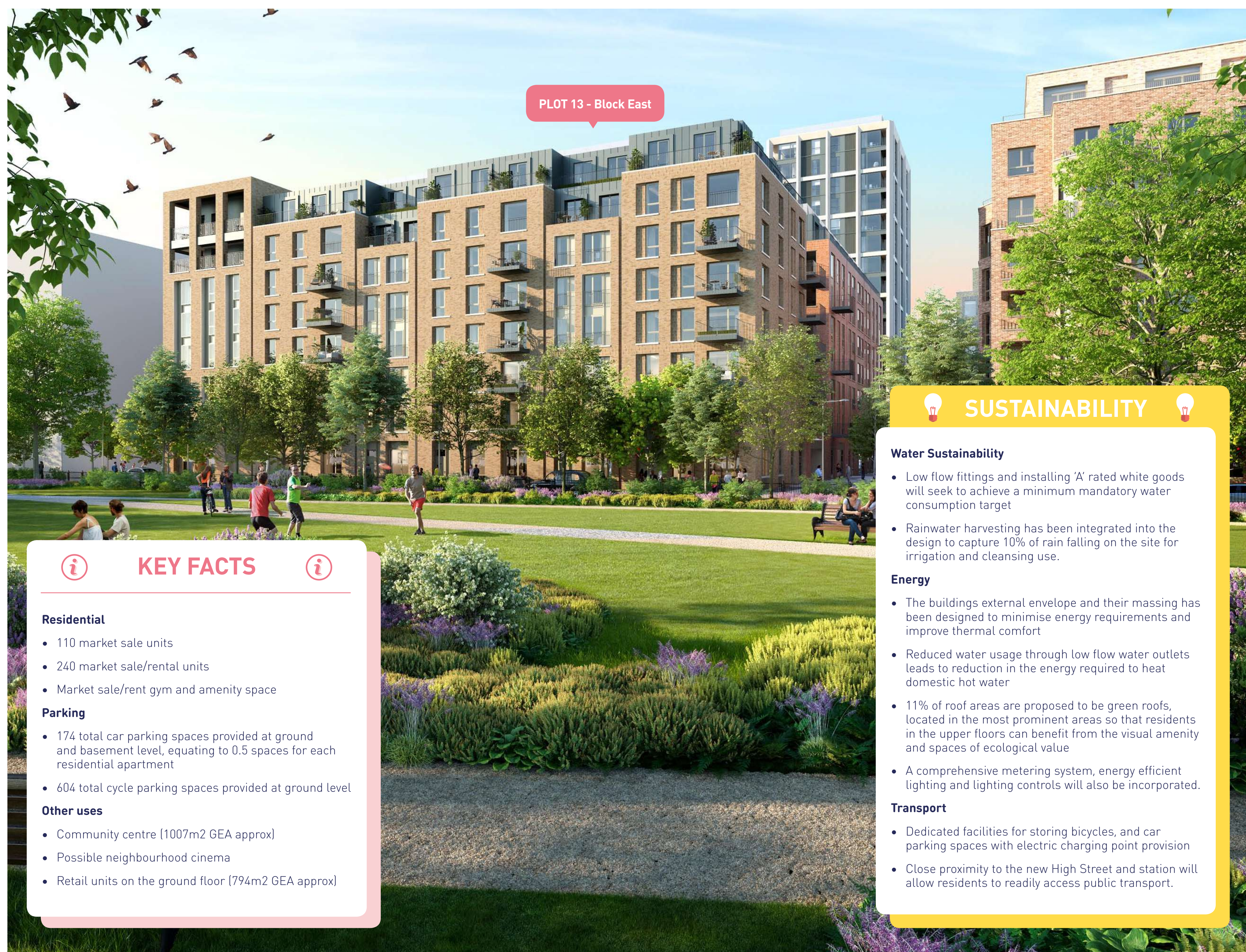
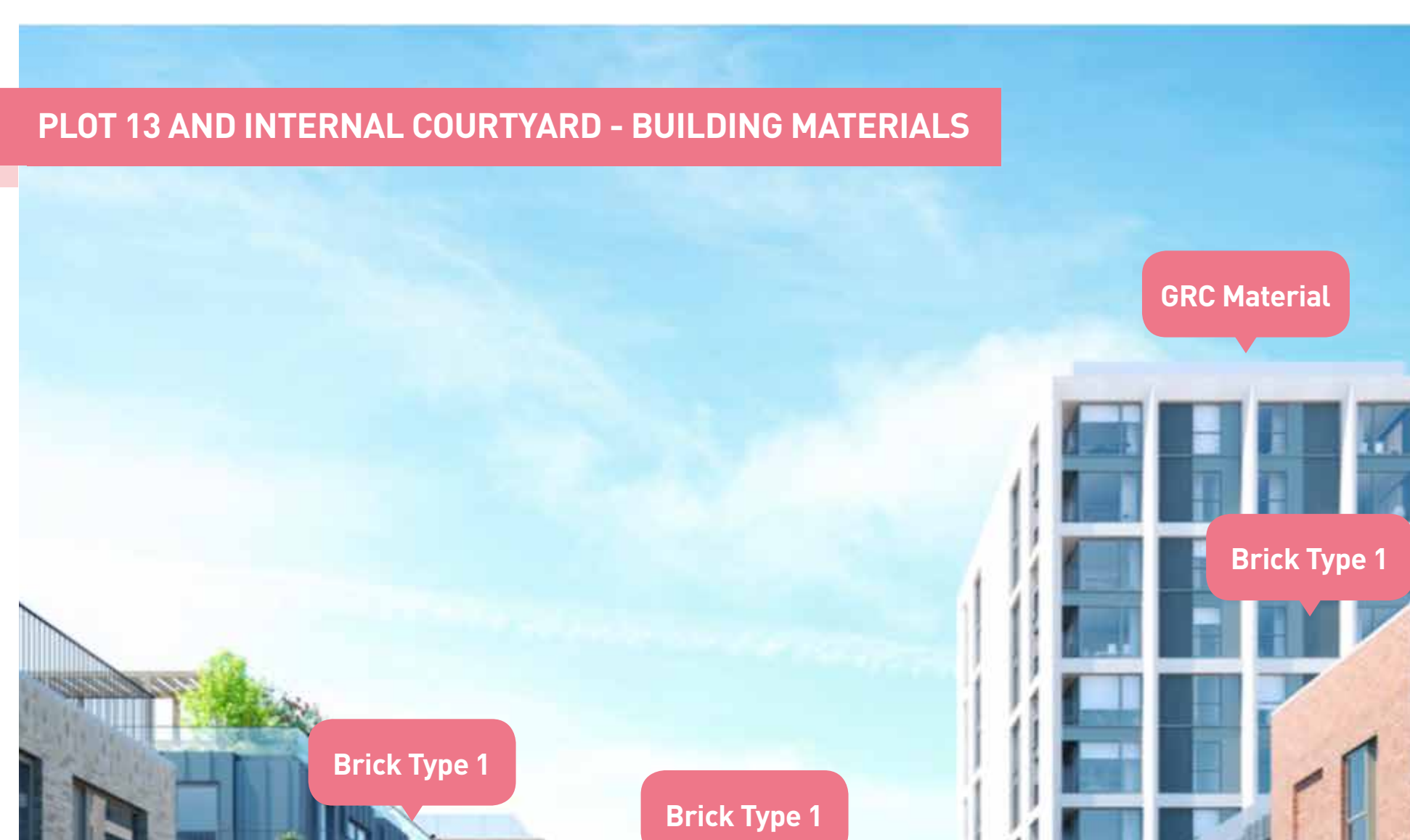
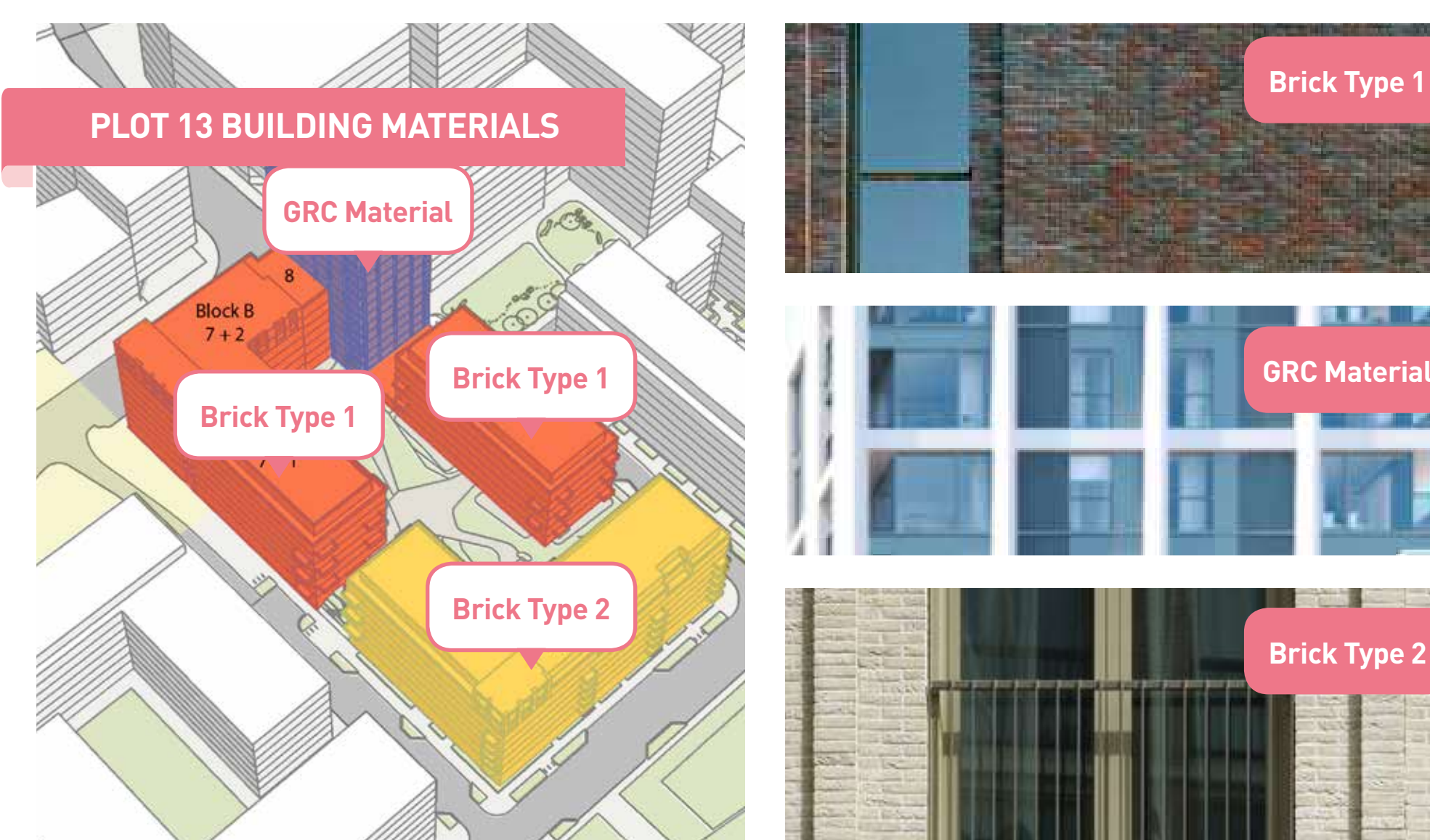
This plot sits over a full level of basement, with the majority of car parking underground. The residents of this block will benefit from a 1690sqm private courtyard garden, door-step play, and communal roof terraces. It will also have a gym, 24hr concierge and a number of larger maisonettes for families.

We are also providing the community facilities required in the S106 Agreement. Talks are ongoing with LBB to plan how these facilities will work.

### PLOT 13 HEIGHTS AND MASSING



### PLOT 13 BUILDING MATERIALITY



PLOT 13 - Block East

**SUSTAINABILITY**

**Water Sustainability**

- Low flow fittings and installing 'A' rated white goods will seek to achieve a minimum mandatory water consumption target
- Rainwater harvesting has been integrated into the design to capture 10% of rain falling on the site for irrigation and cleansing use.

**Energy**

- The buildings external envelope and their massing has been designed to minimise energy requirements and improve thermal comfort
- Reduced water usage through low flow water outlets leads to reduction in the energy required to heat domestic hot water
- 11% of roof areas are proposed to be green roofs, located in the most prominent areas so that residents in the upper floors can benefit from the visual amenity and spaces of ecological value
- A comprehensive metering system, energy efficient lighting and lighting controls will also be incorporated.

**Transport**

- Dedicated facilities for storing bicycles, and car parking spaces with electric charging point provision
- Close proximity to the new High Street and station will allow residents to readily access public transport.

**KEY FACTS**

**Residential**

- 110 market sale units
- 240 market sale/rental units
- Market sale/rent gym and amenity space

**Parking**

- 174 total car parking spaces provided at ground and basement level, equating to 0.5 spaces for each residential apartment
- 604 total cycle parking spaces provided at ground level

**Other uses**

- Community centre (1007m2 GEA approx)
- Possible neighbourhood cinema
- Retail units on the ground floor (794m2 GEA approx)

The courtyard blocks are proposed to be in brick, which is traditional London apartment building material.

The colour of the brick is proposed to vary between the northern and southern blocks to reflect the different characters of the site. The more urban and civic northern blocks are proposed to be clad in red brick with the southern blocks facing onto the park and residential streets to be clad in light buff brick.

The taller building to the north is envisaged to be in a light coloured glass reinforced concrete material (GRC).

Inspiration for these façades will be drawn from locality, for example the balustrades are proposed to be in PPC metal and their pattern will be reminiscent of water and flow as a reminder of the River Brent and Clitterhouse Stream that run in the nearby area.



**05 | PLOT 13 - GROUND FLOOR USES AND LAYOUT**

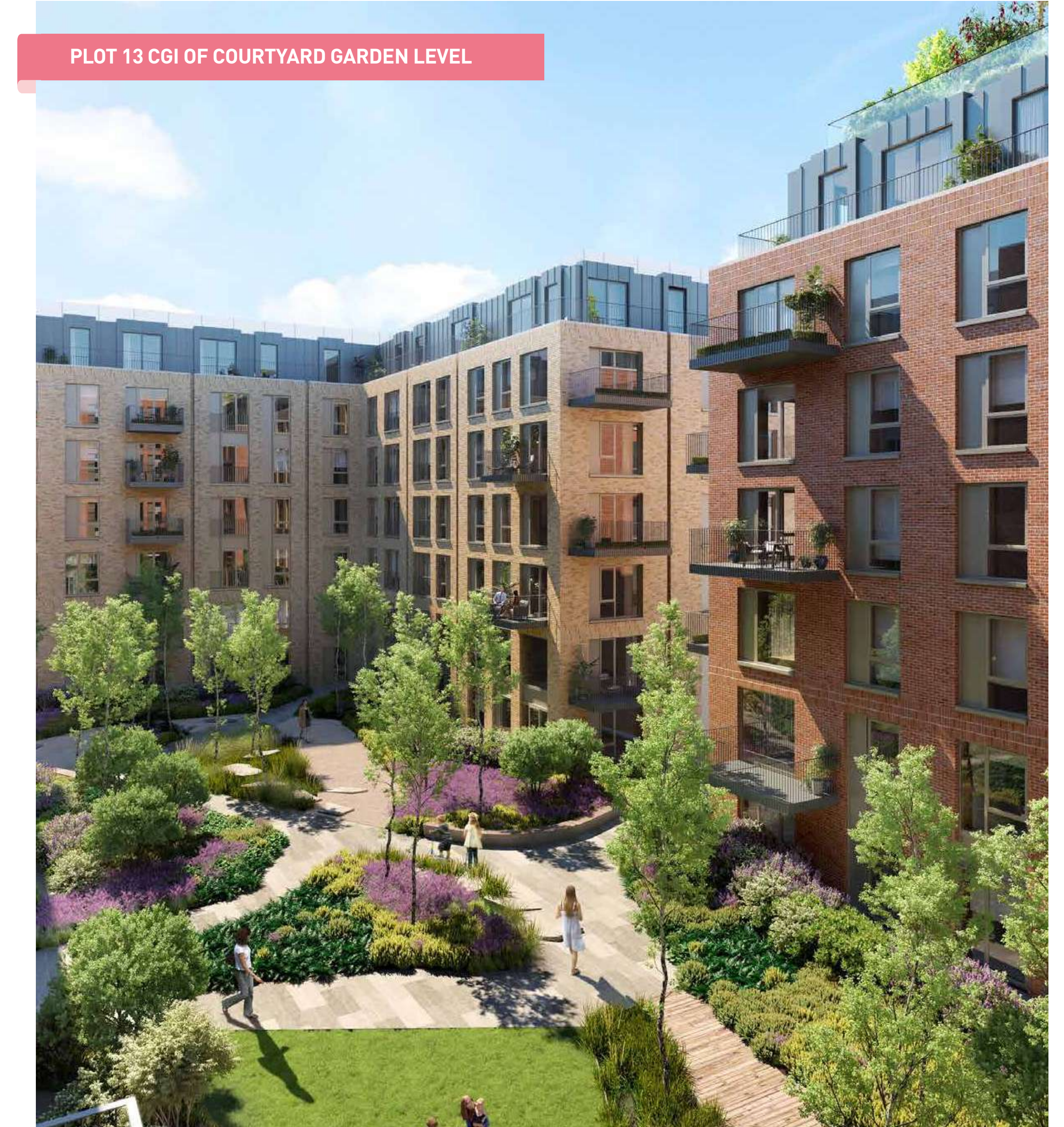
**GENERAL LAYOUT AND FACILITIES**



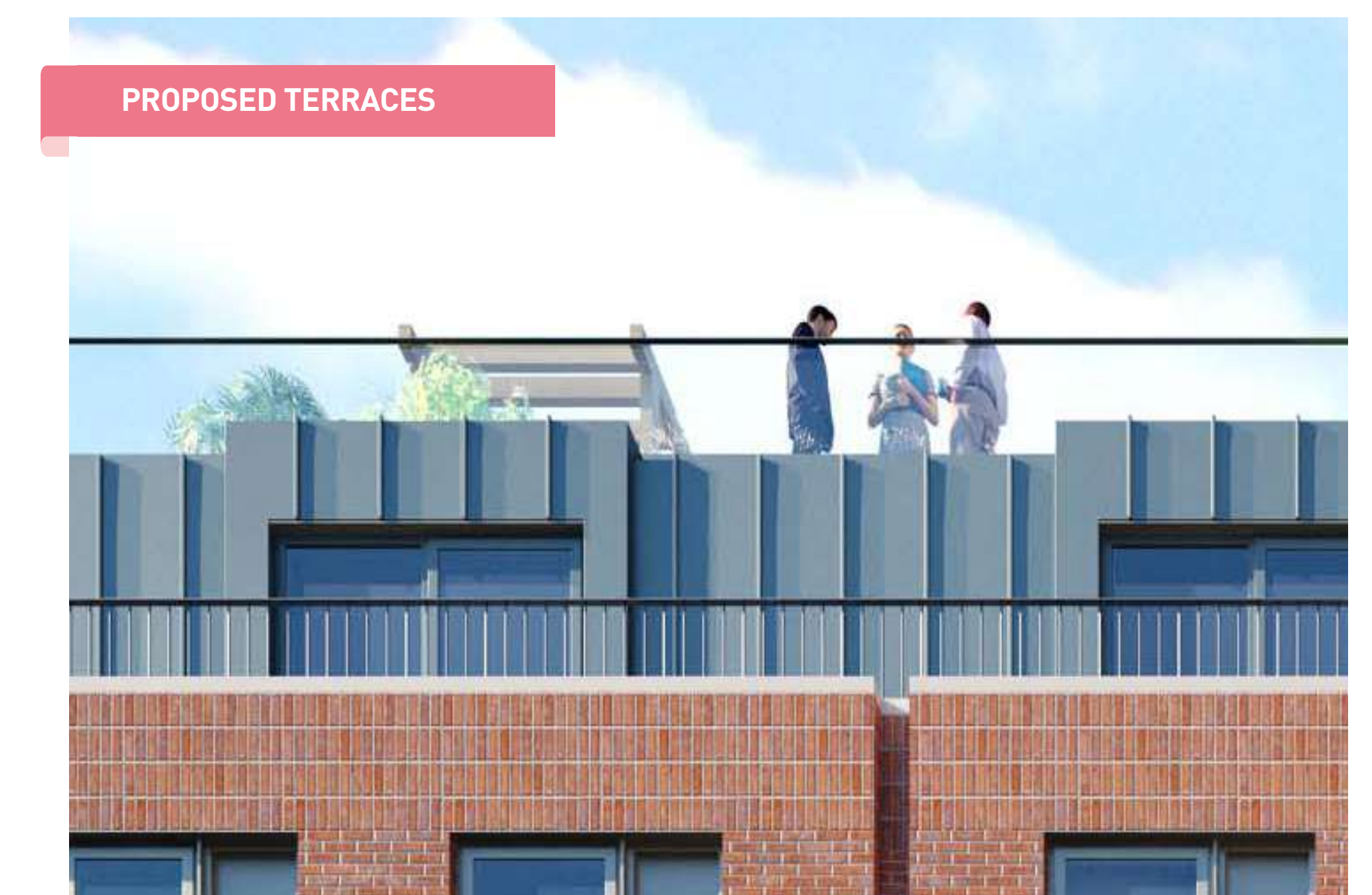
- A Community Centre**  
A community centre of 1,007m<sup>2</sup> GEA is proposed facing onto the Pocket Park created in Plot 12. The community centre will be ideally located at the heart of both Plots 12 and 13 and therefore will be easily accessible to the local community.
- B Retail / Restaurant**  
Four retail units are currently proposed in Plot 13, facing onto the High Street and neighbourhood square. A fifth unit on the street to the west is also proposed.
- C Neighbourhood Cinema**  
A small neighbourhood cinema with three viewing screens, a foyer and a cafe/ restaurant area is currently being proposed on the site. It will face onto the new neighbourhood square.
- D Residential**  
No residential units are proposed at ground floor to the north of the block which is the most public and trafficked area of the site, in order to avoid privacy and noise related issues.  
To the south, residential units will be provided on the ground floor. To ensure privacy a landscaped strip is proposed in front of these homes.
- E Cycle Parking**  
Short stay cycle parking will be integrated along the streets, whilst the long stay residential cycle parking is provided in the basement level and accessed via a lift.
- F Parking**  
There are approximately 174 parking spaces with controlled access split between the ground floor and basement levels with 10% being dedicated to Wheelchair Adaptable units.



**PLOT 13 GREEN SPACES**



The first floor podium communal courtyard garden includes natural play elements as a key component running throughout the scheme, plus seating areas, open lawns, and private garden terraces. Boulders will be cut and sculpted to form shapes that are both sculptural elements and seating, and can also function as playable features.



There will be a terrace space on the eighth floor of Plot 13, for the use of the residents of Plot 13 North (Blocks A-D). The proposed design includes a series of intimate BBQ areas as well as larger, flexible social spaces. Green roofs are also being proposed above the community centre and on a portion of the Block D roof.



06 | PLOT 11 - HEIGHTS, MASSING AND VIEWS

ABOUT PLOT 11

Plot 11 will include around 352 new homes as well as retail space. The buildings will range in height from 12 storeys at its highest to seven at its lowest.

The northern block is separated from the southern block by a public mews street that provides access to four of the six residential cores. The homes in Plot 11 will appeal to a wide range of buyers and varies in size from studios up to large 3 bed family units.

The southern block has a private, podium level garden, a courtyard for all residents, as well as a roof terrace, one on each of the northern and southern blocks. Meanwhile, the surrounding public realm will encourage an accessible, safe and attractive environment for both residents and visitors alike.



VIEW OF PLOT 11 FROM CLAREMONT AVENUE

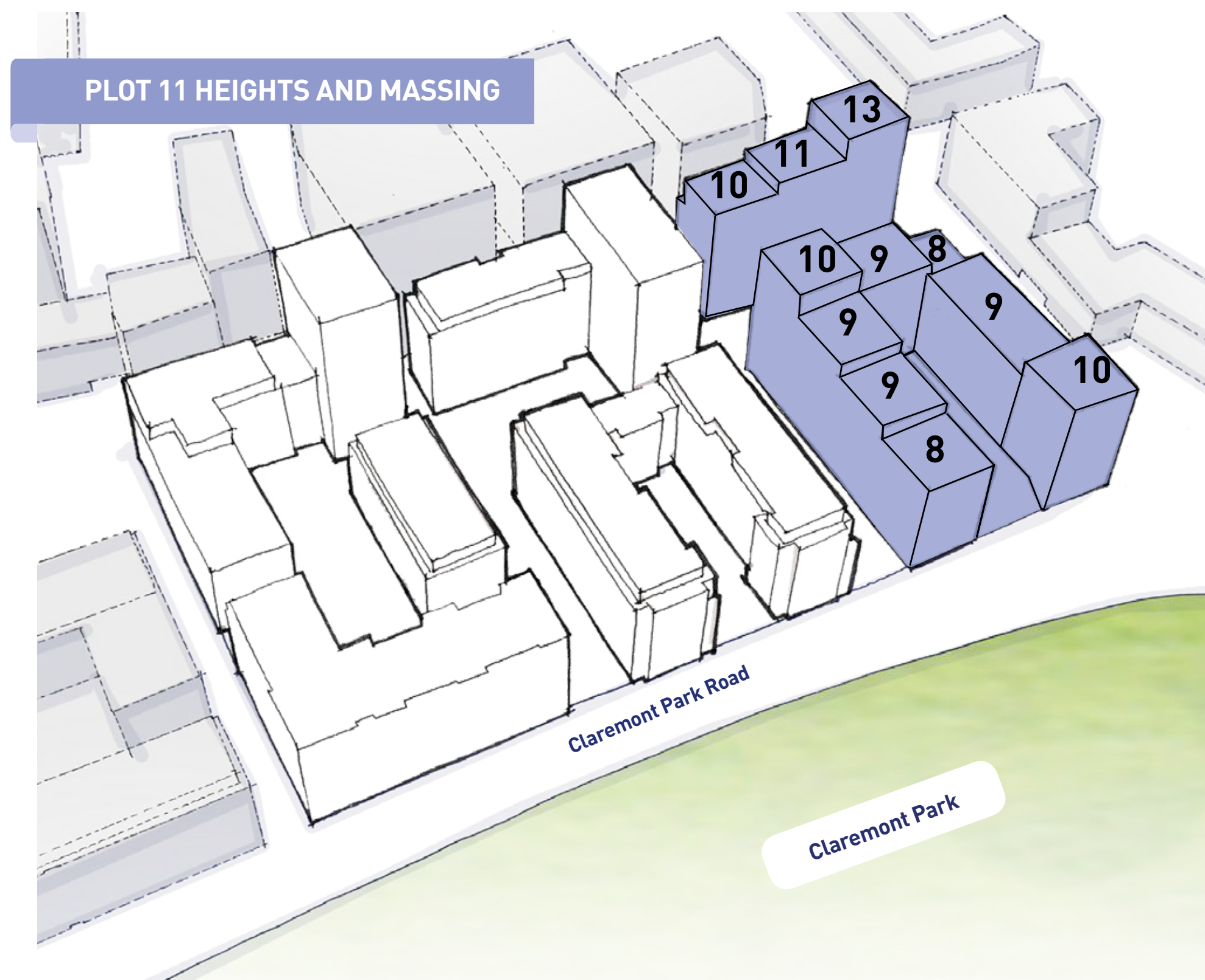
**KEY FACTS**

- Residential**
- Total 352 homes – 100% market sale
  - The podium provides a total amenity area of 855m<sup>2</sup>, while the roof terraces provide a further more 572m<sup>2</sup> of amenity space
- Parking**
- Approximately 156 total parking spaces at ground and basement level
  - Including 35 wheelchair accessible spaces located in close proximity to each residential core
  - A total of 630 cycle parking spaces are provided at basement level and an additional 9 spaces for visitors are provided for within the public realm
- Retail**
- Circa 1355m<sup>2</sup> GEA of retail, divided into 6 units on all street facing frontages to the north, south, east and north west corner of the site.
- Plot 11 North contains the 94m<sup>2</sup> Neighbourhood Police Unit.

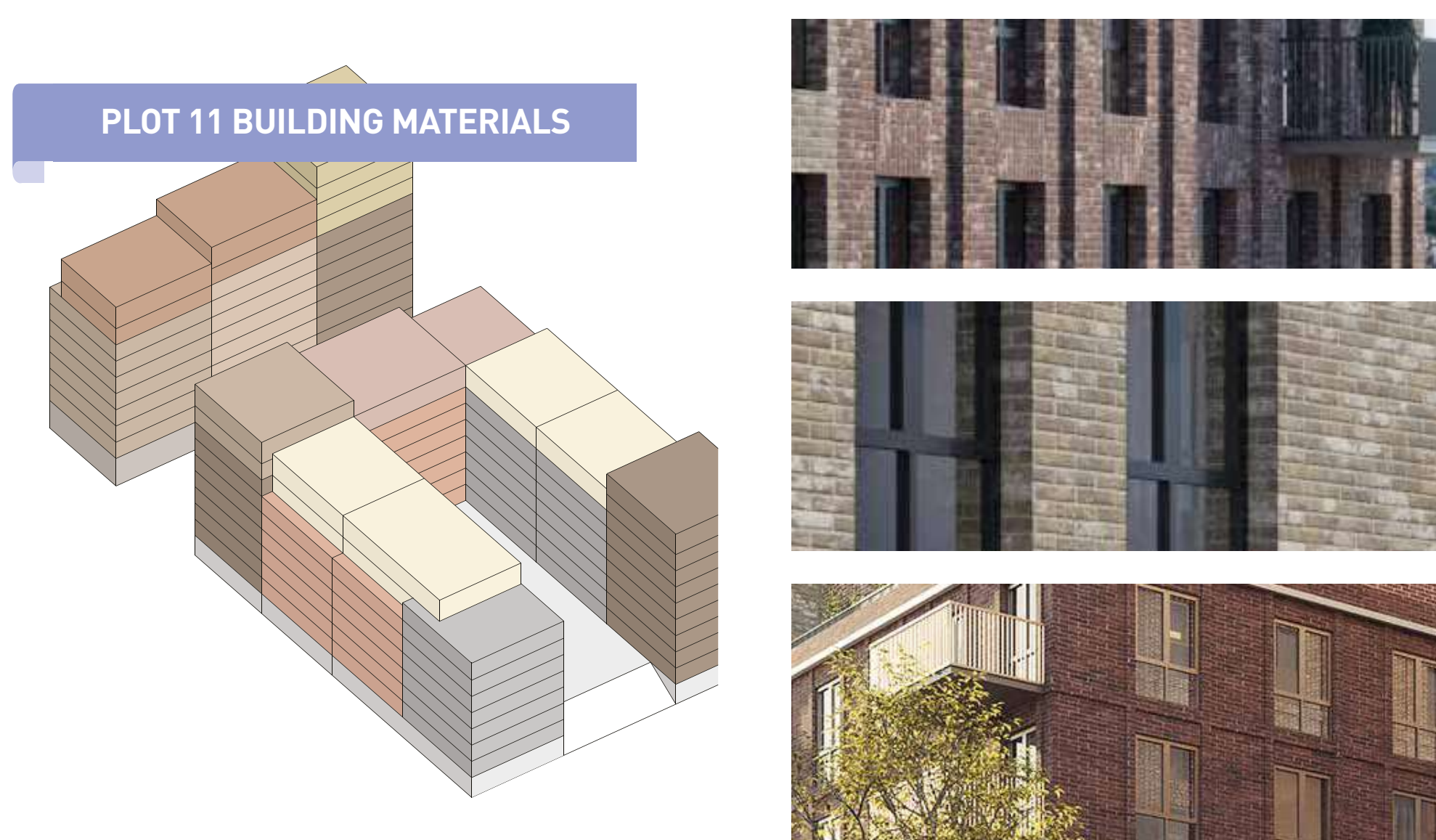
**SUSTAINABILITY**

- Sustainability is at the core of the design for Plot 11
- The energy assessment was carried out using GLA guidance methodology – Be lean: use less energy; Be clean: supply energy efficiently; Be green: use renewable energy.
- The retail units will achieve a minimum of BREEM 'very good'
- Carbon Dioxide savings of 7.3% compared to Part L1A 2013 (latest) for residential areas and savings of 10% for non-residential areas
- Targeting Code for Sustainable Homes Level 4.

PLOT 11 HEIGHTS AND MASSING



PLOT 11 BUILDING MATERIALITY



From early on in the design development, brick masonry was chosen as the preferred façade material. This is in line with the masterplan parameters which specify the implementation of a solid architecture. As well as being reminiscent to and widely present in residential buildings in London, brick has the potential for elegant design and durable qualities. It also helps unify the scheme across all blocks.

The material palette for Plot 11 is based on bricks laid in various patterns, with a warm, red to brown gradient and a natural variation to the mix. In addition, the variation of the brick tone helps to break down the massing on all elevations. The building is clad with metal of golden and bronze tones.

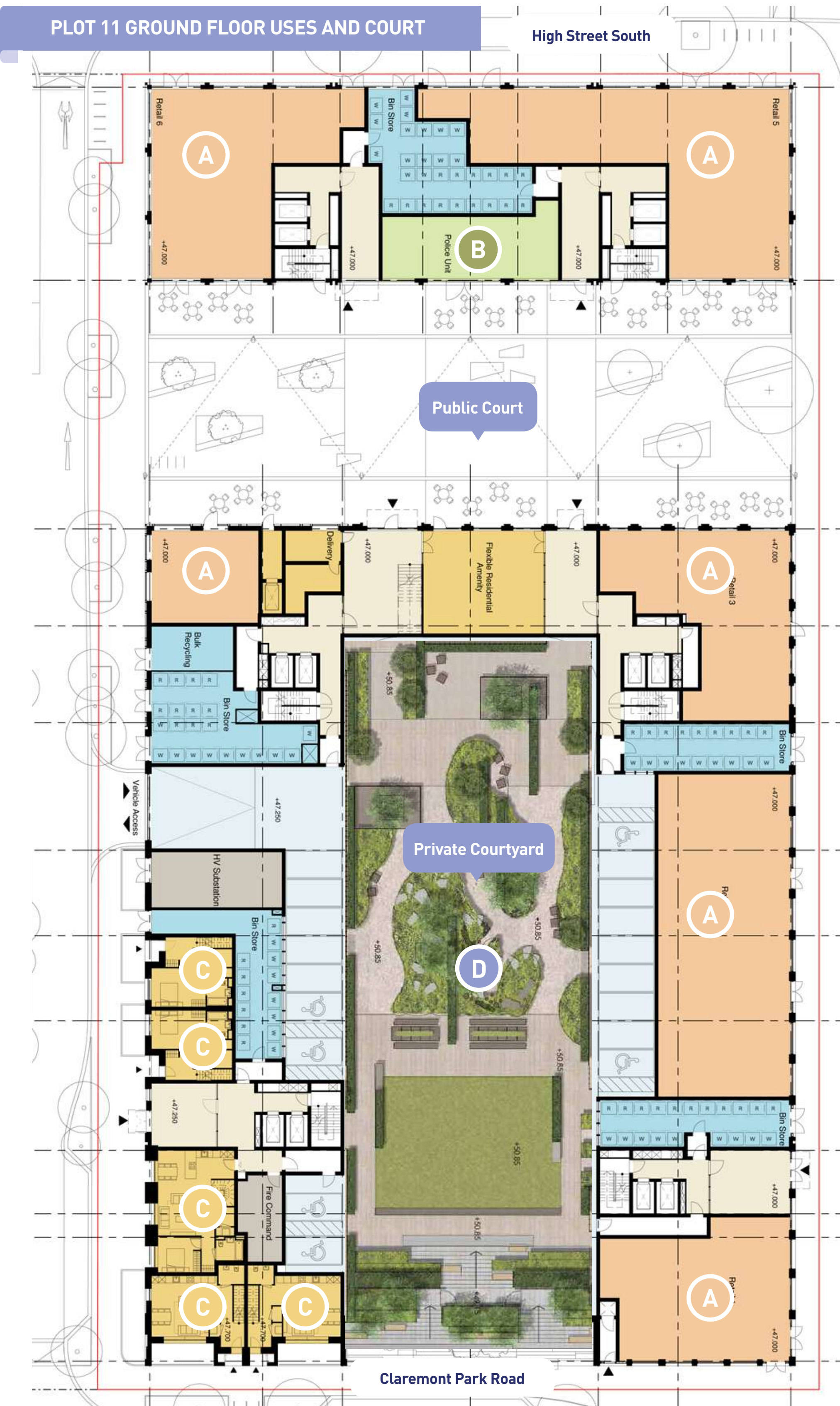
The façade proposed material choice and colours are indicative and subject to further discussion with the LBB officers. It is anticipated that details of materials will be secured via a condition to be attached to the planning permission.





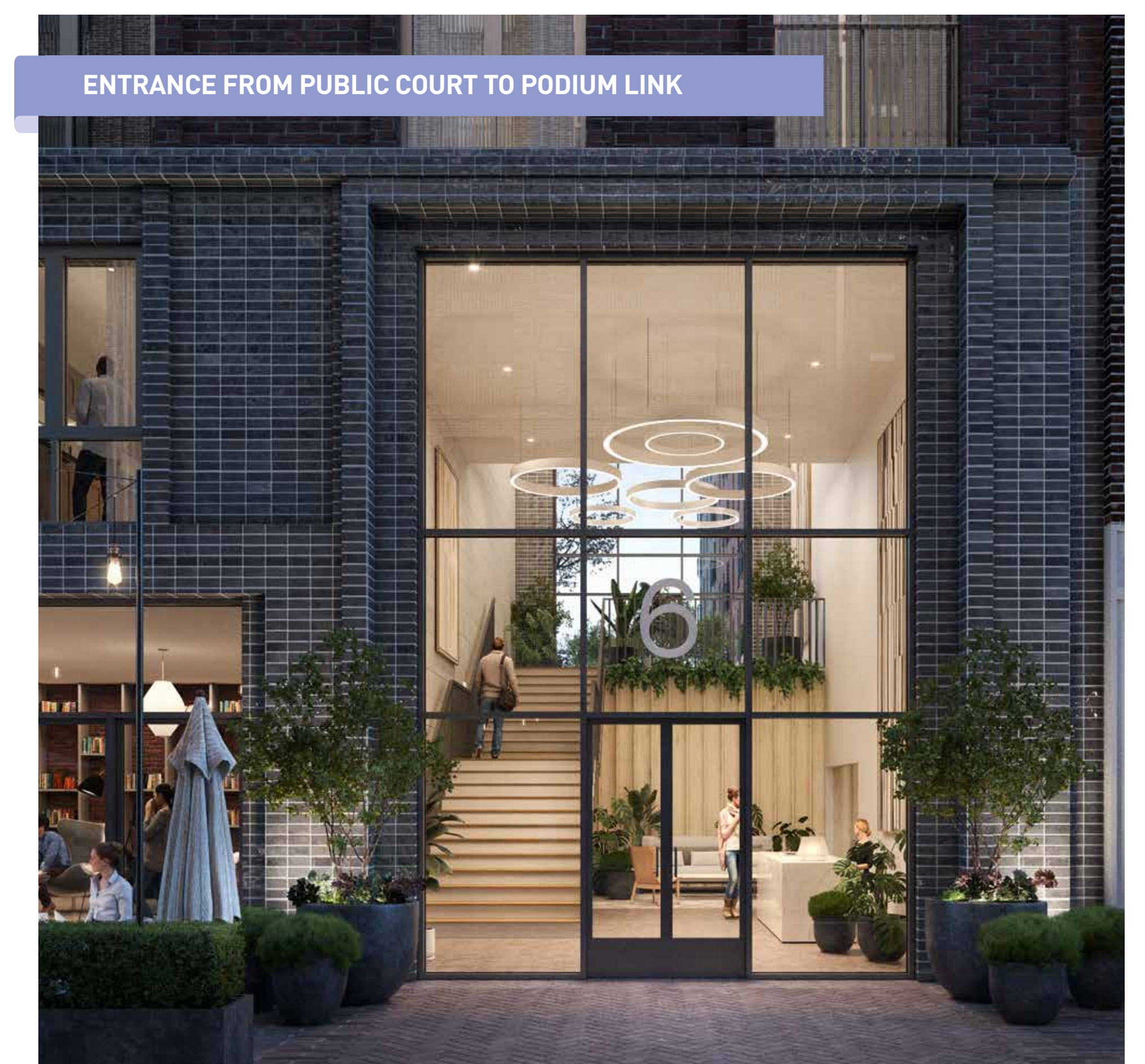
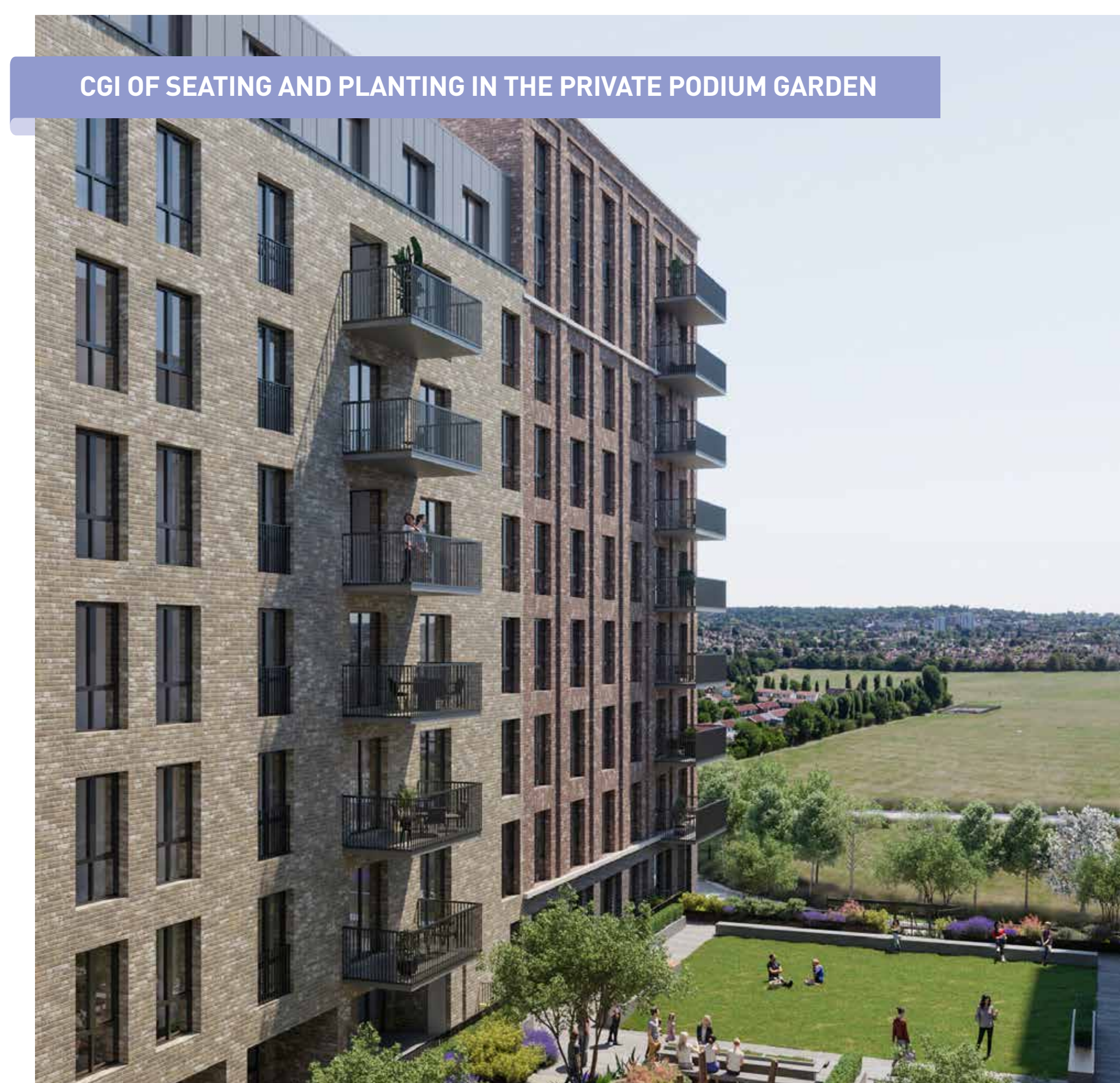
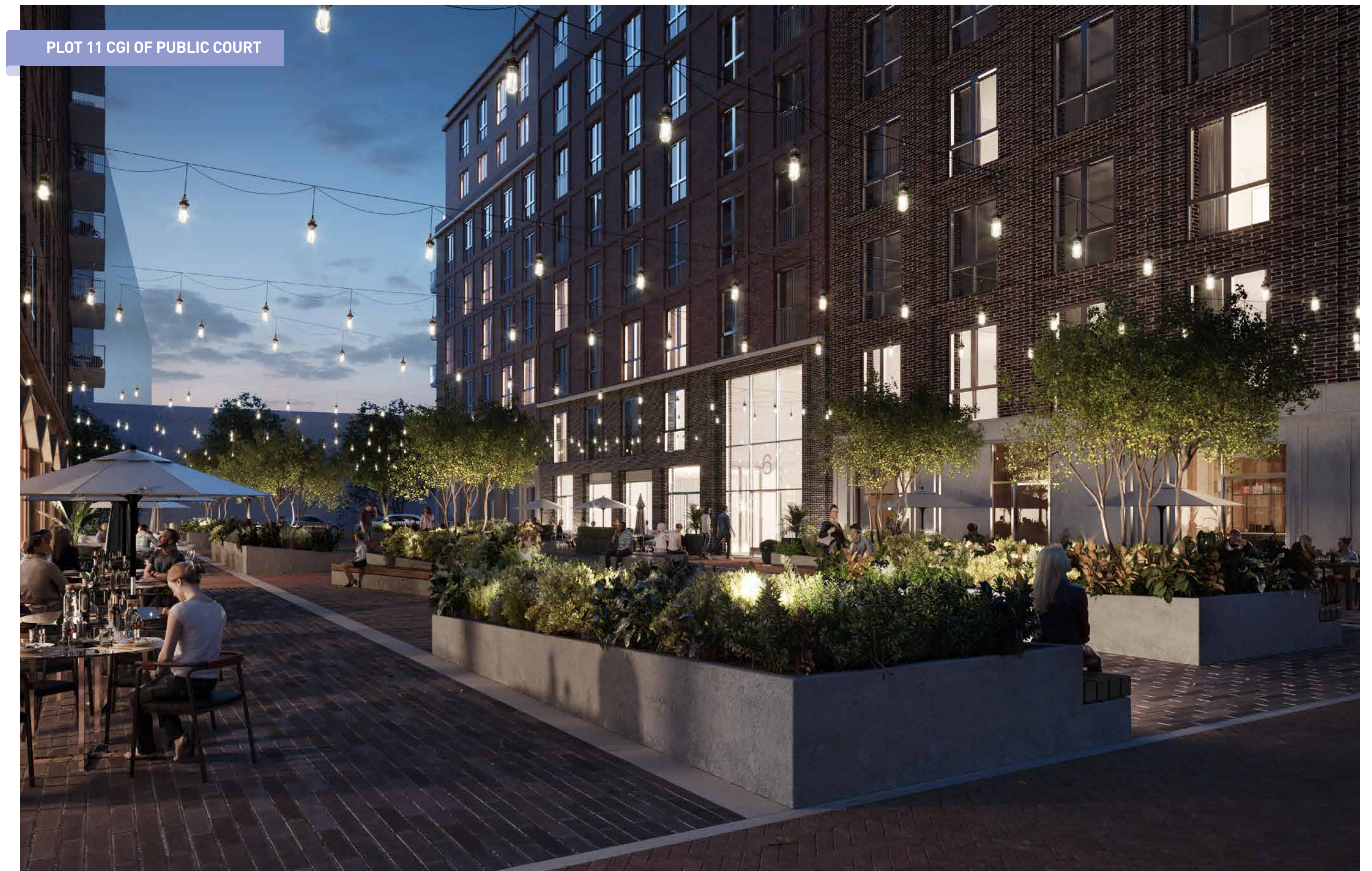
07 | PLOT 11 - ARCHITECTURE AND MATERIALITY

GENERAL LAYOUT AND FACILITIES



- A Shops and Restaurants**  
A total of 1,355 m<sup>2</sup> GEA of retail space distributed in 6 units is provided at ground level, activating all street facing frontages to the north, east, part of the south and the north-west corner of the site. Some retail spaces extend or are provided as stand-alone units to the north of Plot 11 south facing onto the Court, also helping to activate this pedestrian east-west link across the Site.
- B Neighbourhood Police Unit**  
Plot 11 North will contain a 94m<sup>2</sup> Neighbourhood Police Unit.
- C Residential**  
A flexible space of approximately 90m<sup>2</sup> NIA dedicated to residential use is located to the north of Plot 11 south with an entrance onto the pedestrian Court. It is directly linked internally to Plot 11 south's northern residential lobby and core. Level access to the other residential units in Plot 11 south are on Claremont Avenue to the east and the tertiary street to the west. The two maisonettes facing south are accessed from Claremont Park Road.  
Adjacent to all the residential entrances at ground level are the refuse stores accommodating a total of 102 general waste and recycle bins.
- D Parking**  
There are 156 parking spaces with controlled access split between the ground floor and basement levels, including 35 wheelchair accessible spaces located in close proximity to each residential core  
**Cycle Parking**  
A total of 48 short-stay cycle parking spaces for both retail (39) and residential (9) visitors are located within the publicly accessible area forming part of the public realm provided all around Plot 11. Long-stay cycle parking for the retail are located within the units.

PLOT 11 OPEN SPACES



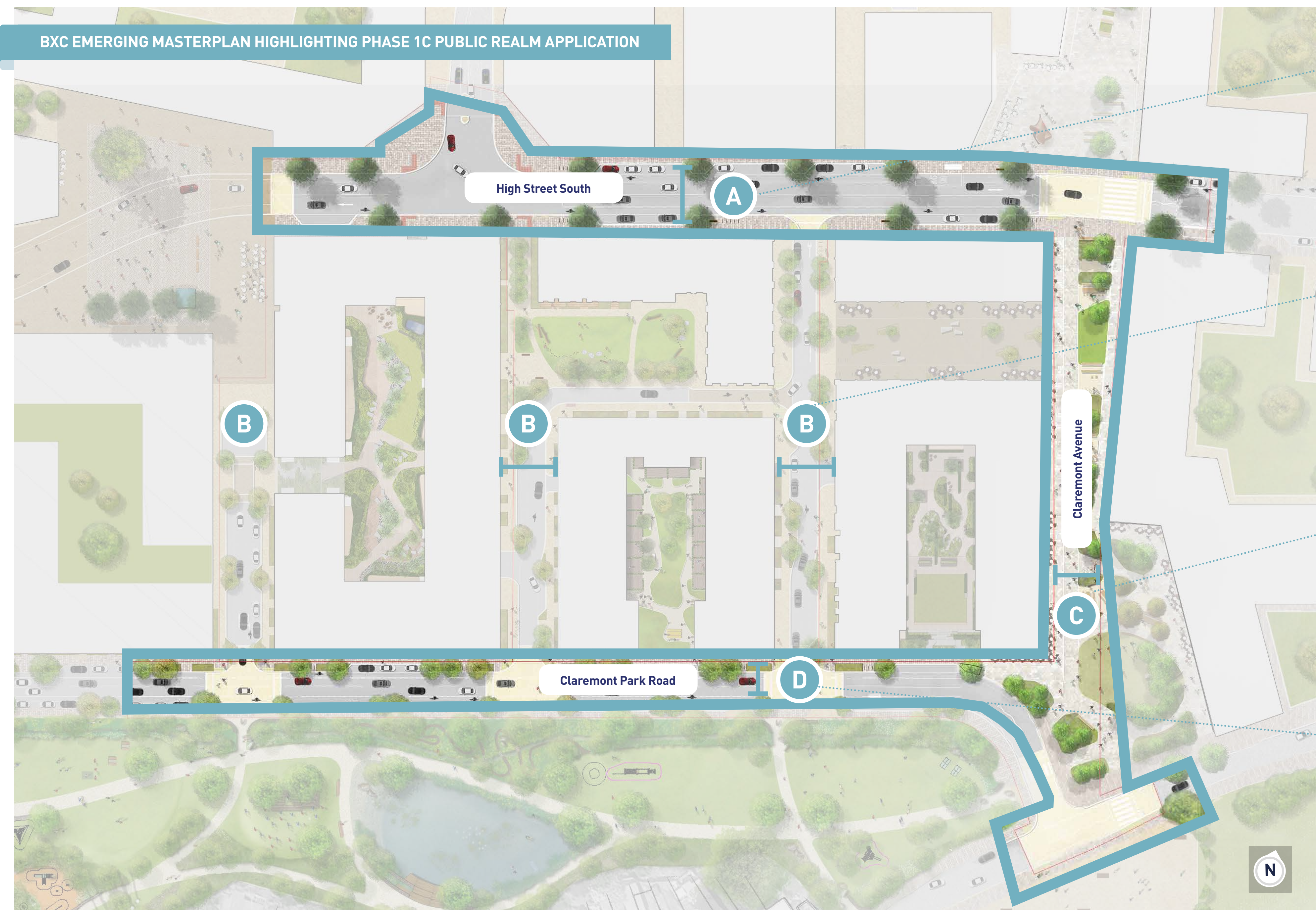


**08 | PHASE 1 (SOUTH) PUBLIC REALM APPLICATION**

**WHICH PUBLIC SPACES ARE INCLUDED?**

Alongside the submissions for Plots 11 and 13, designs were submitted for the surrounding highways and public realm. This covers an area referred to as Phase 1 (South) and includes parts of the High Street South, Claremont Avenue and Claremont Park Road. The area covered by this planning submission is shown indicatively on the adjacent plan.

It excludes the north-south streets running between Plots 11-12 and 12-13 as these already have detailed approval (as part of the Plot 12 reserved matters consent). Necessary variations to the design of these streets to respond to servicing and access points for Plots 11 and 13 have been sought through a minor amendment to the Plot 12 consent.



**HIGH STREET SOUTH (EAST WORKS)**



**CLAREMONT AVENUE**



**RESIDENTIAL STREETS**



**CLAREMONT PARK ROAD (PART 1)**



**A HIGH STREET SOUTH (EAST WORKS)**

The High Street South is the primary east-west connection within the development. The design of the High Street South (East Works) follows the traditional character of a typical London street, allowing for ease of movement and high volumes of pedestrians as well as cyclists and vehicular traffic such as everyday traffic, buses, taxis and service vehicles.

The street will also allow for a vibrant and active commercial environment, with shops and spill out spaces from bars and restaurants. The street will be lined with trees and street furniture including bench seating, litter bins and cycle stands. Frequent pedestrian crossings will be positioned to ensure a safe pedestrian environment.

**B CLAREMONT AVENUE**

Claremont Avenue provides a 'green link' from the High Street South to Clitterhouse Playing Fields as an extension of Living Bridge that will connect BXS to the Brent Cross Shopping Centre via Market Square.

The street is envisaged as an active local street primarily for pedestrians and cyclists, with managed vehicular access for servicing and emergency vehicles. Social interaction will be encouraged through planting, lawn and play spaces, and communal seating.

**C RESIDENTIAL STREETS**

The residential streets between Plots 11, 12 and 13 have been designed to create green streets. Street trees and planting beds are planned to create year-round visual interest and to contribute to the overall biodiversity of the place.

All roads have been designed in order to slow traffic and emphasise to users that these spaces prioritise pedestrian use.

**D CLAREMONT PARK ROAD (PART 1)**

Claremont Park Road runs along the northern edge of Claremont Park, with residential frontages on the northern side and the park forming the southern side of the road. The design extends the character of the park into the street to provide the feel that the road runs through the park.

The road facilitates pedestrian, vehicular and cycle movement, and a variety of species and forms of tree are proposed to reinforce the green and informal character.



**PUBLIC REALM PRINCIPLES**

- Create a sense of place and identity that will nurture community cohesion
- Integrate the private vehicle and public transport without overwhelming streets and spaces
- Promote health and well-being
- Make a place where stopping and relaxing is encouraged
- Integrate and enhance ecology
- Place the concepts of play and leisure at the centre of the strategy
- Promote education and learning through the public realm
- Make a public realm that is lively and diverse
- Create a place for pedestrians and cyclists



**09 | CLAREMONT PARK PROPOSALS**

**LOCAL NEIGHBOURHOOD PARK FOR FAMILIES**

Claremont Park is a neighbourhood park for everyday use, providing amenities and open green space for families and local residents to use as if it was their own garden.

The key aims are to create a dynamic and active community open space providing access to green space for the existing and growing communities around it. The play strategy offers opportunities throughout the park for various groups to use at the same time.

The park includes large lawn areas suitable for picnics, seating and gathering, and can additionally be used as an informal kick-about space for children to play various games.

**The design addresses the following principles:**

- Create a public realm that is genuinely child-friendly and inclusive to all.
- Improving the edges to the park; providing planted and fenced edges along the roads and defined entrance points, as well as more screening to the back of the houses along the southern boundary of the Park.
- Improving the facilities and routes in and through the park.
- Provide additional amenities that are perceived as lacking, such as seating provision including benches, picnic tables, and areas of seating for parents when children are playing.
- Creation of play spaces and the addition of informal play elements weaved throughout the space to create a journey of play.
- The inclusion of urban gym equipment and small-scale sporting opportunities.





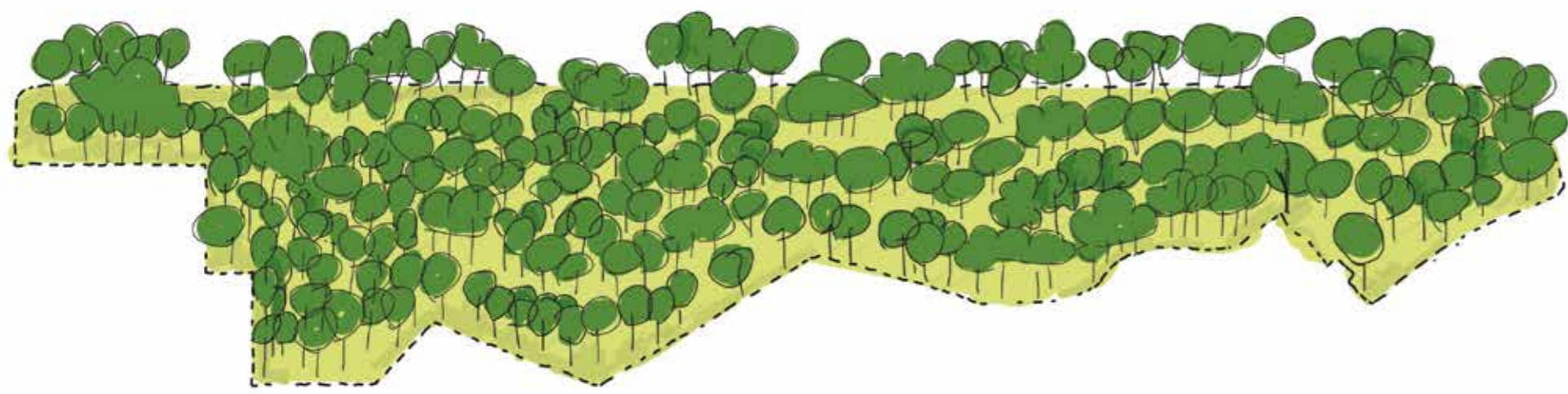
# 10 | CONCEPTS AND KEY STRATEGIES

## WOODLAND CHARACTER

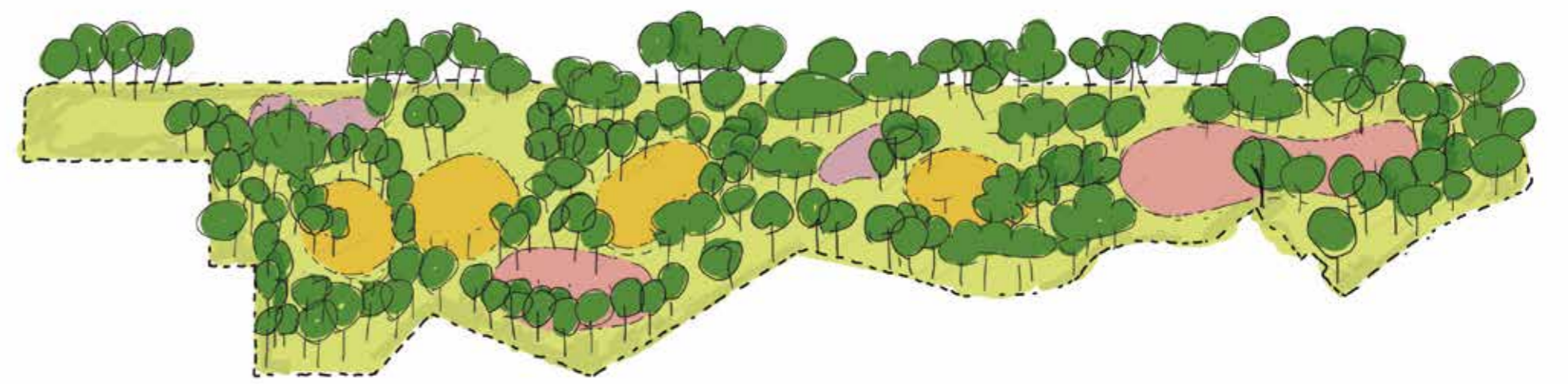
The character of the park takes inspiration from woodland spaces, the trees are the key structuring and space forming element.

As a starting point, we imagined the space completely covered in trees; from this we have carved out a series of open areas or glades providing a range of different spaces defined for different uses and activities.

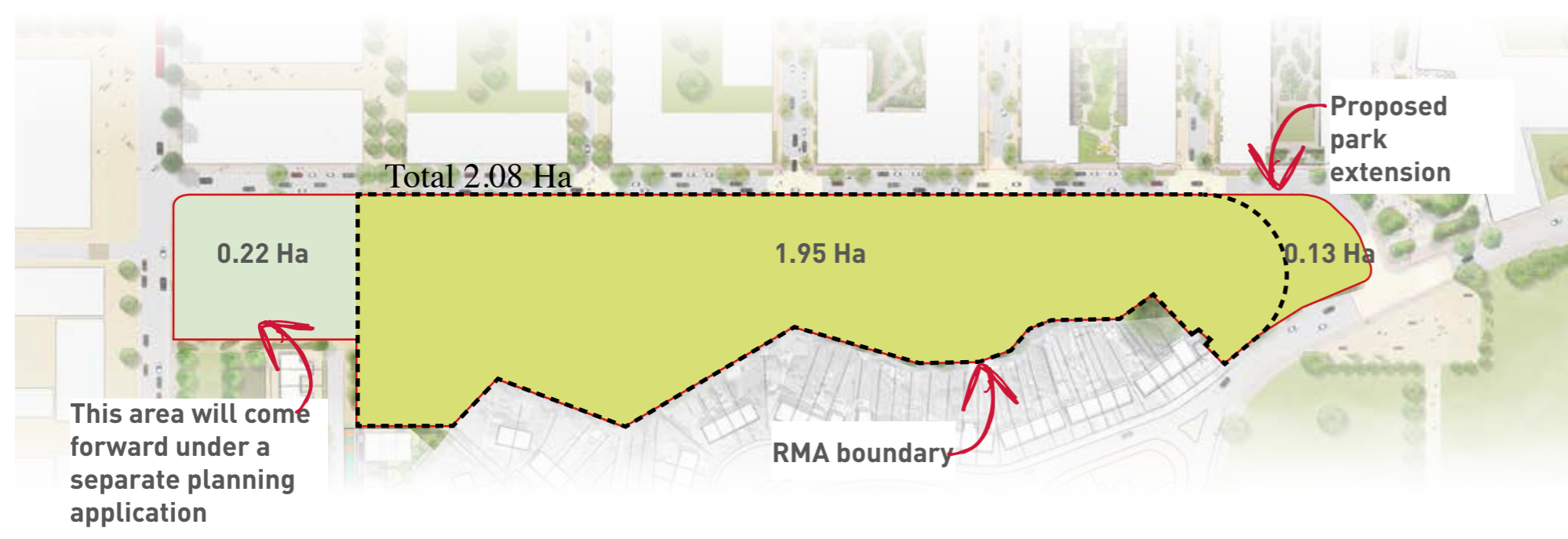
CONCEPT DIAGRAM SHOWING CLAREMONT PARK'S WOODLAND CHARACTER



CONCEPT DIAGRAM SHOWING GLADES OF OPEN SPACE ACROSS THE PARK



PARK EXTENSION



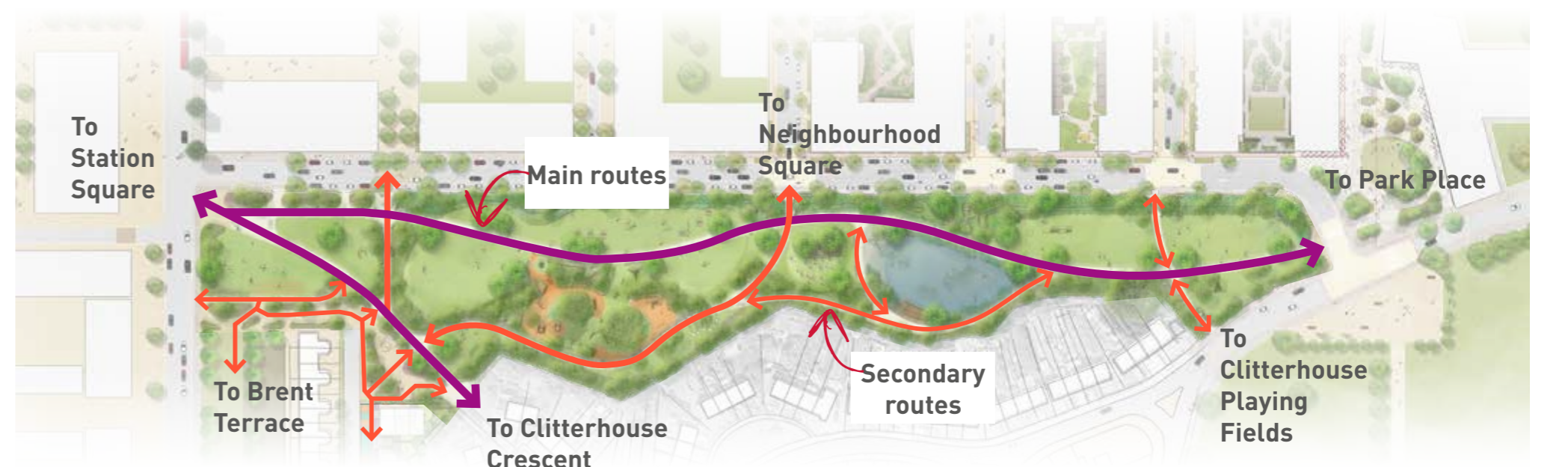
CHARACTER AREAS IN THE PARK



FENCED PARK



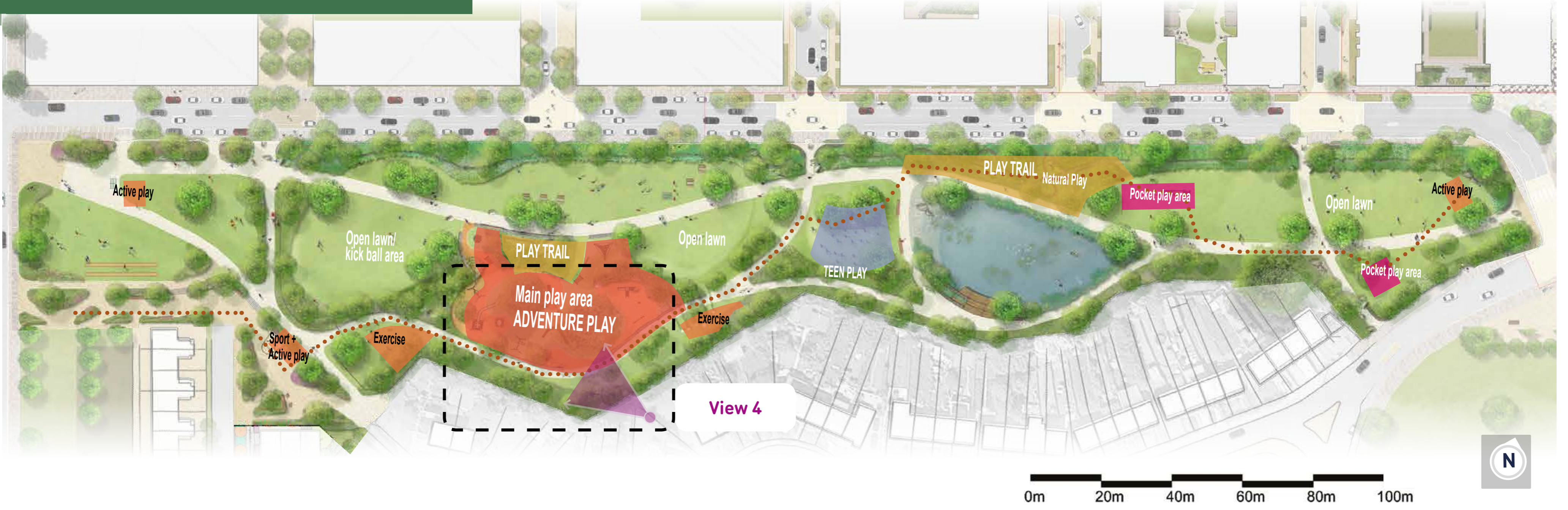
HIERARCHY OF ROUTES





# 11 | PLAY AND ACTIVITY STRATEGY

ILLUSTRATIVE PLAN SHOWING JOURNEY OF PLAY



## Playful use of level change and planting

The main play area design incorporates the existing level change into a series of accessible and playful spaces as it sympathetically integrates into the topography and the existing retained trees.

To provide a sense of enclosure, robust planting and low gabions walls with informal seating provide the edges. A fence is located around the area for the youngest children.

The play spaces are social spaces for families and adults too, with spaces where parents can sit and socialise whilst watching their children play.

The play area includes a play structure, swings, and natural play features.

ILLUSTRATIVE PLAN OF MAIN PLAY AREA



VIEW 4 - ARTISTS IMPRESSION OF MAIN PLAY AREAS



PRECEDENT IMAGES





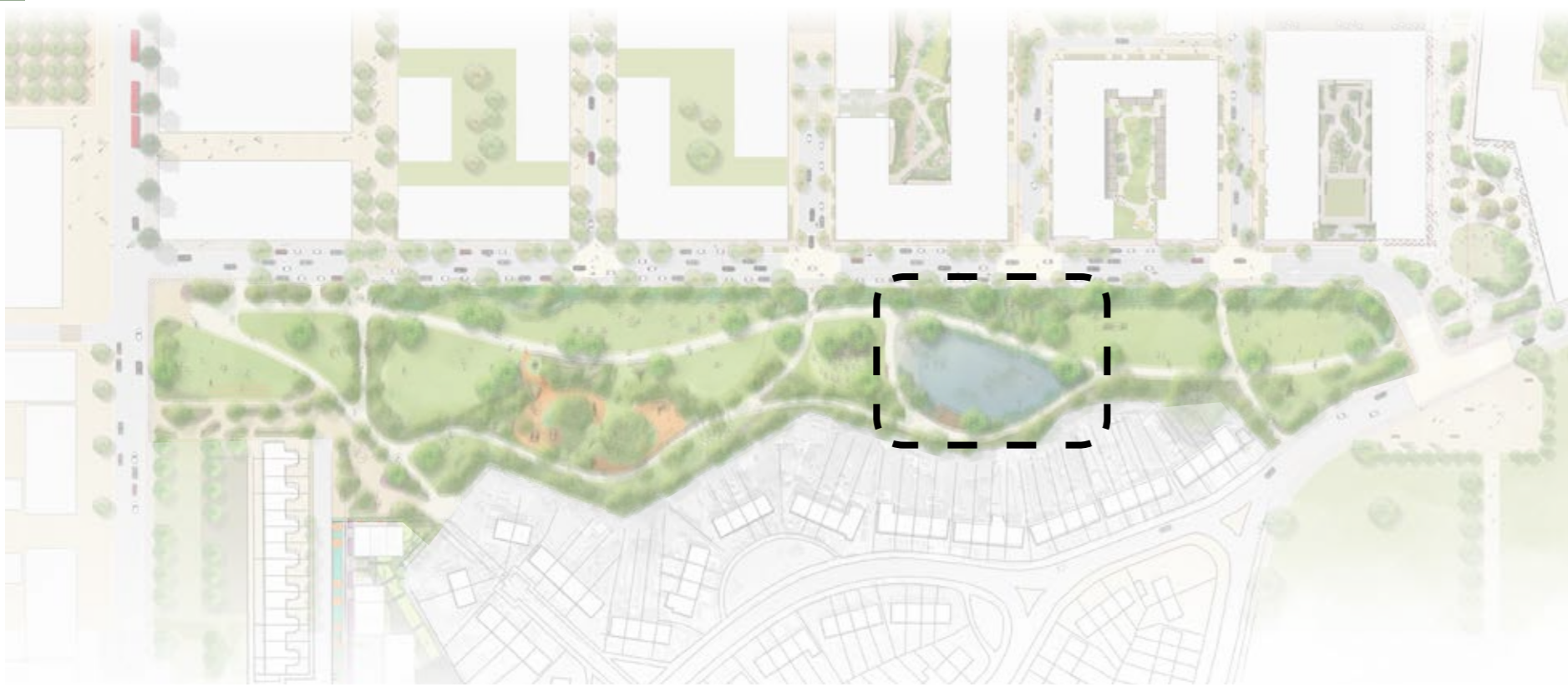
## 12 | THE POND

### A CALM ENVIRONMENT

The pond provides a different character area within the Park giving the opportunity for residents and visitors to engage with water. A number of benches and a decking platform over the water have been proposed to provide seating opportunities facing the water.

The pond is designed to collect surface rainwater run-off from the park, providing a degree of attenuation. The pond will retain a body of permanent water while allowing for additional storage capacity. Besides the initial environmental benefits the ponds will also have both ecological and amenity value.

#### LOCATION PLAN SHOWING THE POND



#### ILLUSTRATIVE PLAN SHOWING THE POND



#### ARTISTS IMPRESSION OF THE POND



#### PRECEDENT IMAGES





# 13 | CLAREMONT GARDENS

## A PLACE OWNED BY THE COMMUNITY

Claremont Gardens forms an important linking space between Claremont Park, Brent Terrace and Clitterhouse Crescent. This space is envisaged as a garden area with a close relationship to the existing residents.

Community gardening initiatives have an important, long-term role to play in urban areas and often bring different cultures and generations together, improving individual and community confidence.

This space will come forward as part of a separate planning application at a later date, however the design is being looked at now as we feel it forms a key opportunity to integrate this local area into the overall design. At this stage we would like to get your ideas for this space and we will come back to consult again on this area at a later stage.

### LOCATION PLAN SHOWING CLAREMONT GARDENS



### ARTISTS IMPRESSION OF CLAREMONT GARDENS



### PRECEDENT IMAGES





**14 | CONSTRUCTION MANAGEMENT AND COMMUNICATIONS**

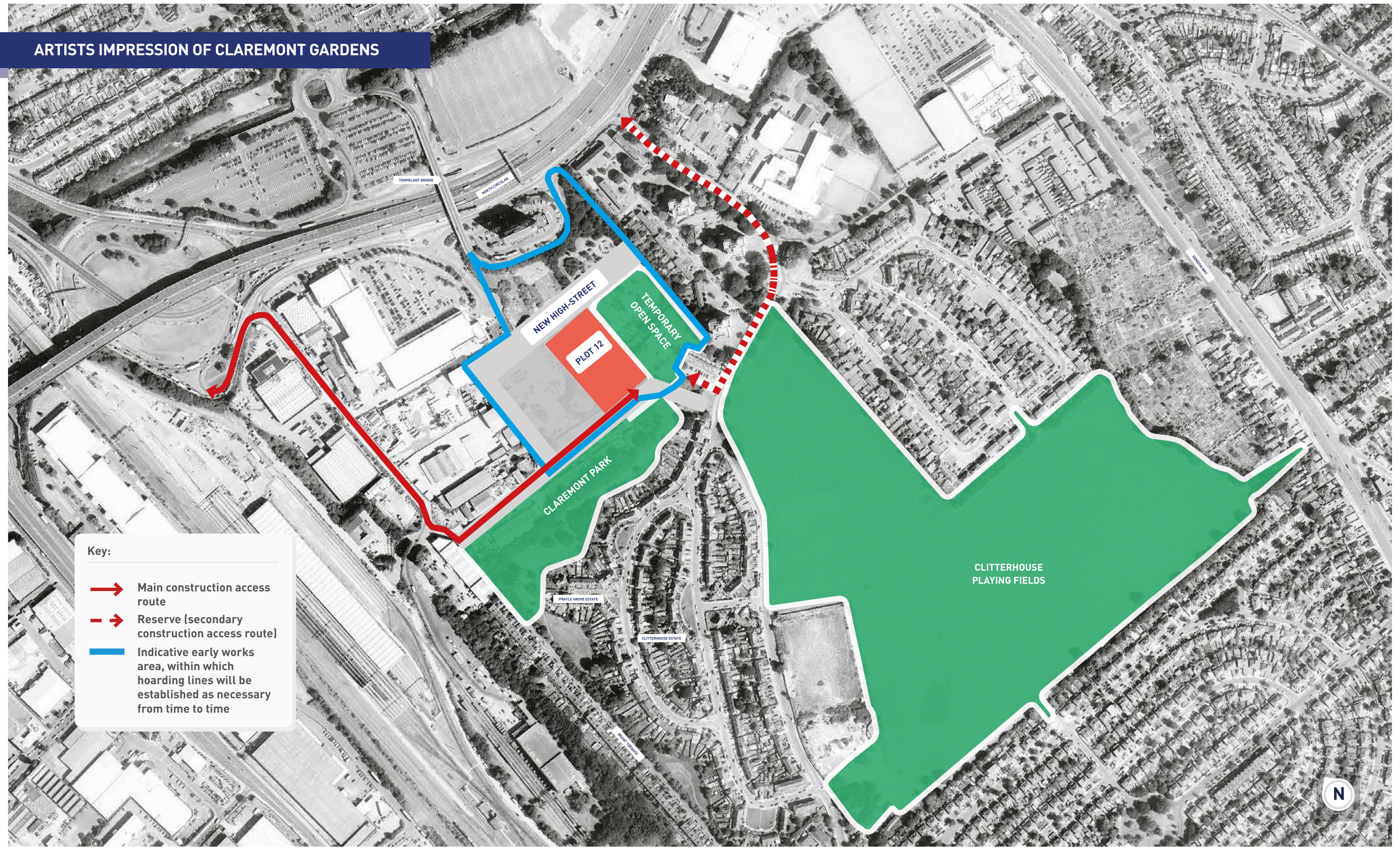
**WHAT EFFECT WILL CONSTRUCTION HAVE?**

This map sets out in high level the proposed construction management plan. Construction vehicles will enter the site from the north-west, through Staples Corner. In some cases a reserve secondary route which runs along part of Claremont Road will be used, however this will only be during the times where the primary route is not accessible. Hoardings will keep construction activities within a controlled and secure environment.

**CONSTRUCTION MANAGEMENT**

Construction traffic will be controlled by banksmen and signage to keep residents safe. Pedestrians will always have priority over construction vehicles on pedestrian routes. We will clean roads and have wheel washing stations to maintain an orderly and professional appearance. All three of the Brent Cross Cricklewood projects are working together and with Barnet Council to ensure that the impact of construction is well managed.

Hours of construction work will be 08.00 – 18.00 Monday to Friday or 08.00 – 13.00 on Saturdays. Permission would need to be sought from LBB to undertake work outside of these hours and residents would need to be notified.



**CO-ORDINATING CONSTRUCTION**

The Brent Cross Cricklewood (BXC) regeneration area development is being delivered through a number of phases in three distinct projects. The planning approval for BXC mandates a series of plans that must be developed, approved and followed by the development partners in order to minimise environmental impacts, such as dust and noise during and after the construction phase. These plans will be developed by the main contractor for each site and include:

- A Construction Transport Management Plan
- A Demolition and Site Waste Management Plan
- A Construction Environmental Management Plan

Each of these plans minimises the environmental impacts of each site and assesses the cumulative impacts of other sites in the vicinity. The plans will be approved by LBB prior to commencement of construction.

**IMPLEMENTATION BOARD**

The development partners recognise the need to co-ordinate the construction works between the different sites and have created an Implementation Board, made up of the Directors of each of the development partners, which meets monthly to review and co-ordinate the three projects.

In addition, the following have been created:

- A monthly Integrated Programme Management Office (iPMO) to assist in identifying and co-ordinating all technical and environmental related interfaces between the projects
- A Transport Advisory Group (TAG) through which the development partners will coordinate their traffic management operations. The group is made up of different stakeholder representatives
- A Site-wide Construction Transport Management Plan that must be approved by LBB which aims to outline how the development partners will collaborate and co-ordinate in the production of site -specific construction management plans and ensure contractor compliance.

**CONSTRUCTION COMMUNICATIONS**

The development partners understand the need to keep the community informed during the construction. In order to achieve this, the following communication channels will be developed:

- The existing **Community Liaison Group (CLG)** will receive regular development updates as part of its agenda
- The development partners are currently considering how to share information on all three projects, including construction updates, project initiatives and opportunities arising from the regeneration
- BXS has a **Community Engagement and Regeneration Manager** as a first point of contact for the community. The Community Engagement and Regeneration Manager will work closely with the contractors to make sure residents are kept up to date with forthcoming site activities and that local people and businesses benefit from the opportunities arising from the regeneration
- Once construction is scheduled to begin, **quarterly construction update meetings** for local residents will provide information on forthcoming site activities and provide an opportunity to ask questions
- A **dedicated telephone hotline** will be set up and monitored to ensure timely resolution to construction related complaints
- **Newsletters** will be sent to local residents regularly providing project news, information and updates, as well as updates on community initiatives and opportunities created by the regeneration
- Our contractors will sign up to the **Considerate Constructors Scheme (CCS)** which is a national initiative, set up by the construction industry to improve its image. Sites registered with the scheme are monitored to assess their performance against the eight-point Code of Considerate Practice which includes the categories: Considerate, Environment, Cleanliness, Good Neighbour, Respectful, Safe, Responsible and Accountable.



## 15 | CONSTRUCTION SEQUENCE AND SITE SECURITY

The sequencing below shows how the construction will be phased to minimise disruption to local residents and reduce impacts on traffic, noise and dust pollution.

Prior to the demolition commencing, the Rosa Freedman Centre and the Claremont Industrial Estate will be secured.

**This will involve:**

Securing the Rosa Feedman Centre with shutters on window/ doors and gates at the entrances to mitigate the risk of fly tipping and squatters.

The units within the industrial estate will be secured by replacing all locks and providing a manned 24hr security gate at the entrance to the industrial estate. Fire alarms will be fitted to the buildings.

Construction area with hoarding
  Temporary Open Space
  Station
  Construction vehicle access route
  Surrounding residential areas excluded from the BXS development
  Claremont Park



**SEQUENCE 1**

All pedestrian access to the industrial estate units will be closed and vehicle access will be controlled by barrier and security guard.

Vehicle containment barriers and fencing will be installed around the industrial estate in order to further secure the site.

Access to the BST Cash & Carry will be maintained.

Depending on any issues that occur security presence may be reduced to night time only.

Instructive asbestos surveys, hazardous materials surveys and further Site Investigations / Ground Investigation to be undertaken

Utility disconnections and meter removals commence

Access to Brent Terrace for pedestrians and cyclists will be maintained.

Access to Clarefield Park and Claremont Way Open Space will be maintained



**SEQUENCE 2**

Hoarding installed around both sites

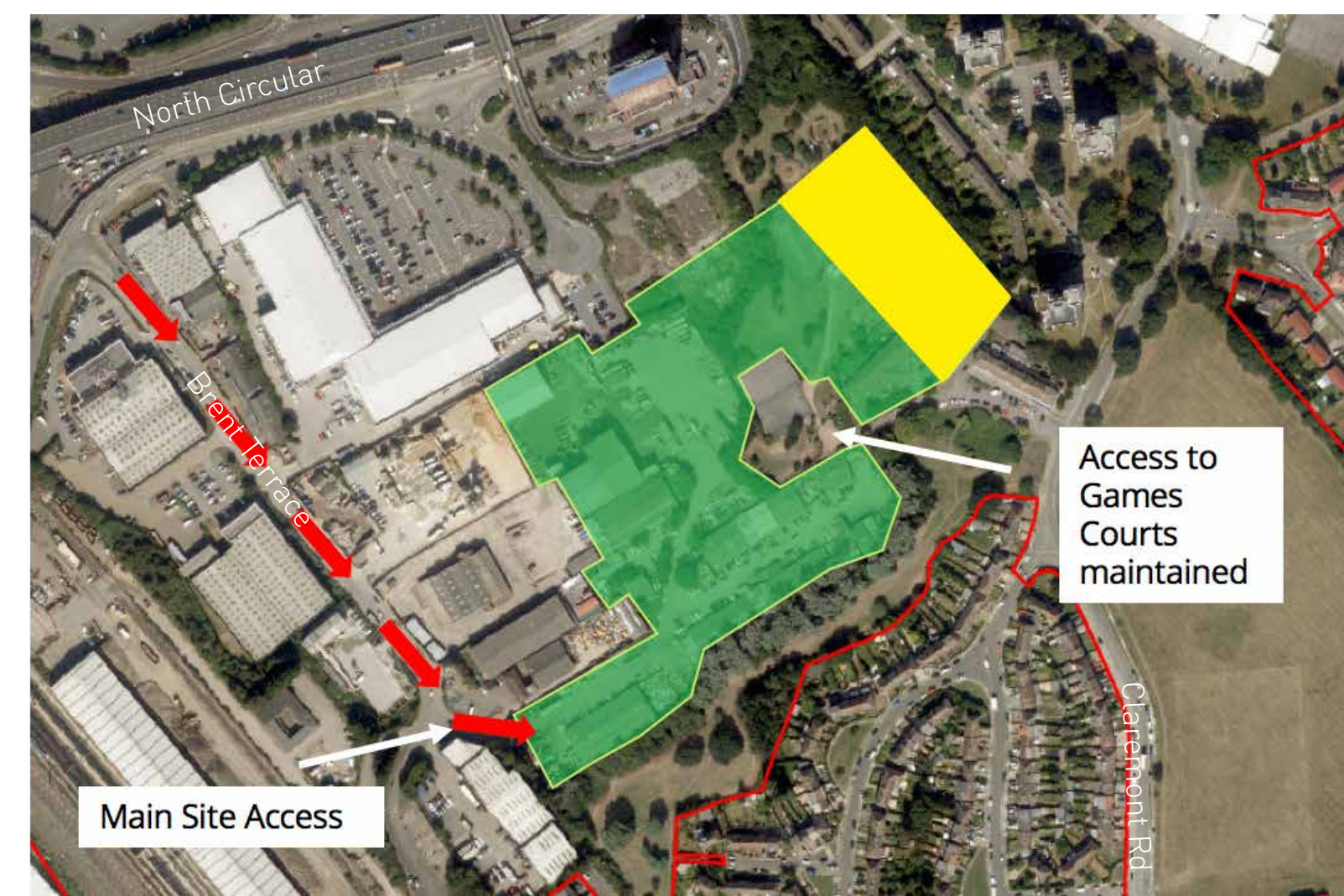
Rosa Freedman Centre demolished

Demolition of Industrial Estate units commences

Access to Brent Terrace for pedestrians and cyclists will be maintained.

Majority of Clarefield Park will be closed although access to the games courts will be maintained

Access to Claremont Way Open Space will be maintained, although some area may be required as a working space for the demolition of buildings adjacent to Claremont Way Open Space.



**SEQUENCE 3**

Demolition of Industrial Estate units continues

Temporary Open Space constructed

Access to Brent Terrace for pedestrians and cyclists will be maintained.

Majority of Clarefield Park will be closed although access to the games courts will be maintained

Access to Claremont Park will be maintained, although some area may be required as a working space for the demolition of buildings adjacent to Claremont Park



**SEQUENCE 4**

Temporary Open Space opens

Construction of Plot 12 commences

Claremont Park closed and enhancement works undertaken.

Access to the Clarefield Park games courts and Claremont Way Open Space closed

Access to Brent Terrace for pedestrians and cyclists will be maintained.



**SEQUENCE 5**

Claremont Park opens

Construction of Plot 12 continues

Access through to Brent Terrace for pedestrians and cyclists will be maintained