
Planning, Design and Access Statement

Level 4 East, Red Car Park, Brent Cross Shopping Centre, London, NW4 3RA

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Contents

1.	Introduction	1
2.	Background	3
3.	The Proposal	7
4.	Planning Policy Framework	11
5.	Planning Considerations	18
6.	Conclusion	28
	Appendices	30

1. Introduction

- 1.1. This Planning, Design and Access Statement has been prepared by Savills Planning on behalf of Go Karting for Fun Limited (“the Applicant”) in support of proposals for the change of use of part of the Level 4 East, Red Car Park (MSCP) of Brent Cross Shopping Centre (“BXSC”), London, NW4 3RA, to provide an indoor go karting centre. The proposed scheme will utilise surplus car parking at BXSC to provide an exciting and complementary leisure use to support the wider function of the BXSC which has an established and important role within the overall hierarchy of centres in the London Borough of Barnet (LBB) and North London.
- 1.2. The application is made by Go Karting for Fun Limited who operate under the name of TeamSport. TeamSport are the largest indoor go karting company in the UK, operating 35 indoor go karting tracks nationwide across the UK including in London, Manchester, Leeds, Warrington, Reading, Bristol, Birmingham, Southampton, Brighton and Cardiff.

DESCRIPTION OF DEVELOPMENT

- 1.3. Planning permission and advertisement consent is sought for the following description of development:
- “Change of use to provide for an indoor electric go-karting (sui generis use) centre, associated external works and installation of TeamSport signage”*

APPLICATION DOCUMENTS

- 1.4. The application comprises of the following documents:
- Covering Letter, prepared by Savills;
 - Application Form and Certificates, prepared by Savills;
 - CIL Form, prepared by Savills;
 - Application Drawings, prepared by MBH Design Studio;
 - Planning, Design & Access Statement, (this statement), prepared by Savills; and
 - Noise Assessment, prepared by Quantum Acoustics.

Planning, Design and Access Statement

Level 4 East, Red Car Park, Brent Cross Shopping Centre, London, NW4 3RA



1.5. The following information is also provided within this Statement:

- Utilities (refer to Section 3 of this Statement);
- Refuse Strategy (refer to Section 3 of this Statement); and
- Transport considerations (refer to Section 5 of this Statement).

STRUCTURE OF THIS REPORT

1.6. This Statement is structured as follows:

- Section 2: Background – Provides an overview of the planning history associated with the site and provides details about TeamSport;
- Section 3: The Proposal - Provides an explanation of the proposed use, design and accessibility considerations;
- Section 4: Planning Policy Framework – Provides a summary of the relevant planning policies and other material considerations;
- Section 5: Planning Assessment – Assesses the acceptability of the proposals in the context of relevant planning policies and material considerations; and
- Section 6: Summary and Conclusions – Summarises the report findings and provides a set of conclusions.

2. Background

- 2.1. The Brent Cross Shopping Estate is made up of the BXSC and the surrounding car parks, in the London Borough of Barnet (LBB). The Site which is the subject of this application comprises Level 4 of the multi-storey Red Car Park which is situated to the north of the shopping centre. The multi-storey car park is made up of five levels of car parking and is attached to the shopping centre, such that it provides direct pedestrian access into the shopping mall.
- 2.2. The shopping centre and associated parking opened in 1976 as the UK's first out-of-town shopping centre and is occupied by Class E commercial uses, including predominantly retail outlets and food and drink. The associated car parks offer an overall parking capacity of 6,117 spaces. However, the two upper levels of the Multi-Storey Car Parks (MSCPs), which incorporate 1,599 spaces, are currently only utilised during peak times. Level 4 of the Red Car Park comprises of 380 car parking spaces.
- 2.3. To the north and east of the car park are car repairs workshop. There is also an indoor play area (Topsy Turvy World) located to the north. The primary shopping centre facilities are located to the south of the car park and there are direct pedestrian entrances into the shopping centre from the car park. Another multi-storey car park (the Blue Car Park) adjoins the site to the west.
- 2.4. The Site falls within the Brent Cross Cricklewood ("BXC") Regeneration Area.
- 2.5. The wider area is characterised by surface level and multi-storey car parking, along with a mix of commercial, industrial and residential uses. The Site is well connected in term of transport links, with a bus station at BXSC providing a terminus for several bus routes (102, 112, 143, 186, 189, 210, 232, 324, 326, 643, C11). In addition, Hendon Central and Brent Cross London Underground stations are within walking distance, as is Hendon rail station (Thameslink).
- 2.6. The site is easily accessible by car from the A406 to the south and Hendon Way (A41) to the east, which connects to the private roads of the Shopping Centre. Vehicles access to the multi-storey car park is via a one way ramp system from two entry points, located from Level 1 adjacent to the Waitrose and another from Level 3 towards the rear of the car park near to Speedy Motors/Paint Chip. Pedestrians can access the site via direct access from the shopping centre in the south west corner of the site. An emergency

Planning, Design and Access Statement

Level 4 East, Red Car Park, Brent Cross Shopping Centre, London, NW4 3RA



escape route is also available in the south east corner outside the entrance close to Waitrose. A lift and stairs are available from both access points.

- 2.7. There are no listed buildings, scheduled monuments or World Heritage sites in proximity to the site and the Environment Agency's flood map confirms that the site is set within Flood Zone 1 and is at a low risk of surface water flooding.

PLANNING HISTORY

- 2.8. Following a desktop search of the LBB's public access, we outline below those applications considered to be of most relevance to this proposal.
- 2.9. Outline planning permission for the Brent Cross Cricklewood regeneration scheme was originally granted in October 2010 under planning permission ref: C/17559/08. An application submitted pursuant to Section 73 of the Town and Country Planning Act 1990 (as amended) ('S73 Permission') was subsequently determined in July 2014 (ref: F/04687/13) approving a variation to the outline planning permission to reflect changes to the form and phasing of the proposed development.
- 2.10. The Outline permission allows for the comprehensive regeneration of the 151 ha site to create a new town centre, incorporating a transformed BXSC with over 100,000sqm of retail floorspace, 7,500 residential homes (predominantly located to the south of the A406), over 370,000sqm of office floorspace, community uses, leisure uses, as well as substantial public realm and infrastructure improvements.
- 2.11. The S73 Permission for the comprehensive redevelopment of the Brent Cross Cricklewood ('BXC') regeneration area is a multi-phase scheme which was envisaged to be delivered over a period of 16 years. Phases 1 and 2 are proposed to be delivered in a number of sub-phases that are divided between the north of the A406 North Circular and south of the A406 North Circular.
- 2.12. The MSCP is within the redline of the S73 Permission however there are no parameters for its redevelopment or refurbishment. With regards to conditions and obligations relating to the delivery of spaces within the existing car parking and the S73 Permission:

- Condition 11.1 – requires the approval of a Car Parking Management Strategy. The approved document relating to BXSC (LPA ref: 14/08109/CON) confirms that car parking spaces are set at a maximum of 7,600 spaces. This figure includes the MSCP. Importantly, the 7,600 is identified as a maximum and it recognised that for the majority of the time Level 4 and 5 are not open to the public.
 - Condition 11.2 – The Phase 1B (North) Car Parking Strategy (LPA ref: 17/3090/CON) identifies an estimated 3,900 spaces within the MSCP as part of the 7,600 spaces which is identified as a maximum. The refurbishment of the car park is identified as being provided as part of a future planning application, as this does not form part of the Phase 1B (North) development.
 - Condition 38.2 – Identifies 7,600 car parking spaces within Brent Cross East Zone as a maximum standard.
 - The Phase 1B (North) Reserved Matters (LPA ref: 17/2963/RMA) Transport Report states that “The existing Northern MSCP Car Park is to be refurbished with new space allocations. This refurbishment does not form part of the Phase 1BN application and will be the subject of a future, separate planning application. For the purpose of this report the numbers have been calculated by using the 7600 maximum car parking spaces, and subtracting the numbers of the other three car parks below” (p.83, Our Emphasis).
- 2.13. Schedule 3 Para 11.2.1 of S106 Agreement requires the Car Parking Management Strategy and the relevant Phase Car Parking Strategy to be implemented prior to the commencement of the relevant phase of the northern development. There are no conditions or obligations attached to the 2014 Permission or Phase 1B (North) Reserved Matters Approval which specifically require all the car parking spaces within the MSCP to be retained in order to deliver the S73 Permission – the 7,600 is a maximum figure, those identified in the approved documents are an estimate and it was recognised that a separate planning application for the car park would be required.
- 2.14. The details of other applications pertaining to the site and wider context are provided in the list included at **Appendix 1**.

ABOUT TEAM SPORT

- 2.15. TeamSport, previously known as Go Karting for Fun, is the largest indoor go karting company in the UK and has been operating for over 31 years having commenced in Guildford, Surrey in 1991. They have since expanded their operations with centres all around the UK including: Manchester, Birmingham, Bristol, Cardiff, Crawley, Farnborough, Gosport, Leeds, London Docklands, North London, West London, Liverpool, Nottingham, Reading, Southampton and Warrington. Their venue at the Manchester Arena also involved the conversion of one of the floors of the multi-storey car park to provide a go karting centre. Team Sport's operations are uniquely suited to surplus car parks due to their operational need for large open plan floorspace which can be converted to provide interesting track experiences.
- 2.16. TeamSport operations typically provide an important source of local employment opportunities, as well as extensive community training initiatives and links to local schools. TeamSport have given back over £100,000 as a business over the last five years and also provide initiatives such as 'Fast Forward' which provides engineering training to underprivileged children, and 'Discover your Drive', working with F1 Academy and Motorsport UK to find and nurture the next generation of young female karters.
- 2.17. Their facilities are ideally placed to hold charitable fundraising events and, in addition, each centre specifically supports a local charity. Local councils also use their facilities to support disadvantaged children and regularly use TeamSport as a reward for behavioural improvements. TeamSport also offers significant discounts to youth inclusion programmes and youth projects which seek to get children with behavioural issues involved in rewarding and productive activities. TeamSport also partners with local schools, providing experience vouchers free of charge to use as a reward for their pupils. Children's attendance at school and behaviour has been seen to improve as a result of some of these incentive programmes. TeamSport intends to implement similar initiatives at this new centre.

3. The Proposal

3.1. This application seeks permission for the change of use of part of the existing multi-storey car park to provide an indoor go karting centre (sui generis use), together with associated external works. Advertisement consent is also sought for signage. This section summarises the proposals, and provides the Design and Access Statement.

USE

3.2. It is proposed that the use of part of the car parking level is changed to accommodate a sui generis indoor go karting centre. It is proposed that the go karting centre will use electric powered karts.

3.3. Indoor go karting is governed by the National Karting Association (NKA), providing a controlled, safe and structured competitive environment for the sport. TeamSport are a founding member of this organisation, with their Operations Director sitting on the NKA Steering Committee. The internal arrangement would be provided to meet their standards. The car parking area will be reconfigured internally to include space for tracks and associated customer areas, providing for spaces such as:

- A reception and foyer area;
- Staff offices and staff room;
- Registration room, mail room and store rooms;
- Briefing and function room;
- Changing rooms and toilet areas;
- Kitchen area and snack bar (other than the warming of pre-cooked food there will not be any on site cooking);
- Lounge area;
- Virtual Reality Zone & Arcade area;
- Workshop; and
- Spectator viewing areas.

3.4. The customer hospitality areas will be available for use by customers of the centre who have to pre-book

Planning, Design and Access Statement

Level 4 East, Red Car Park, Brent Cross Shopping Centre, London, NW4 3RA



the karting sessions. During each session, the track would support up to 24 drivers at any one time.

- 3.5. The proposed operational hours are 9am to 11pm, Sunday to Thursday and 9am to 1am on Friday - Saturday. Weekday morning sessions are generally associated with private or corporate bookings, whereas weekend sessions are generally associated with small group (family and friends) bookings.
- 3.6. When fully operational the centre will create up to 30 jobs, with a mix of full time and part time positions. The majority of full time roles are at management level whilst the part-time roles are generally marshals, mechanics and receptionists. A wide range of employment opportunities would be created including skilled and non-skilled, and on the job training would be provided to all staff. TeamSport will provide access to an NVQ scheme, giving all employees the opportunity to gain relevant qualifications in areas such as customer service and management up to NVQ level 4. In addition, tuition will be offered to any employees who have left education without basic literacy skills.
- 3.7. The maintenance and repairs of the go-karts will be undertaken on site.

AMOUNT

- 3.8. The existing floor area (GIA) of the site is 9,342 sqm 6,999 sqm will be apportioned for TeamSport's operation, with the remainder of the space remaining as car parking and vehicular circulation space to serve the wider car park. As such, it proposed that the application will result in 6,999 sqm. sui generis floorspace for TeamSport's operation.

LAYOUT

- 3.9. Two tracks will be provided over part of the fourth level of the car park.
- 3.10. Within the centre, elevated ramps will be incorporated to vary the levels of track across the site. Ancillary customer areas will be provided along the southern boundary.
- 3.11. The internal alterations will be designed to provide appropriate customer spaces as required for the operation of the use, whilst maintaining the maximum useable open plan area for track use. Lightweight track layout features, walls and partition systems are proposed to be used, providing flexibility to easily convert back to site to car parking in the future.

3.12. The area located along the southern perimeter of the site extent will comprise of a reception and foyer area; staff offices, store rooms, briefing and function room, changing rooms and toilet areas etc. as well as a dedicated hospitality area. This is likely to comprise of a small kitchen area and snack bar, spectator area, arcade and VR gaming areas, as well as spectator viewing areas. An Illustrative Plan showing how the spaces within the Centre could be laid out is provided within **Appendix 2**.

3.13. The layout will be designed to ensure inclusive access and compliance with the relevant Building Regulations legislation.

SCALE

3.14. No changes are proposed to the scale of the existing building.

APPEARANCE

3.15. The appearance of the building remains largely unchanged as a result of the change of use due to the current suitability of the premises for the go-karting use. Minor changes are proposed to the southern and western elevations, where the openings of the car park level will be enclosed with a combination of blockwork and glass. The existing structural opening of the elevations will be filled with a new wall to match the existing concrete/panel finish. Windows will be installed to provide natural light to the customer areas. Other than signage to the east elevation, no external works are proposed to the north and east elevations. The signage will comprise of internally illuminated vinyl and acrylic fascia signage.

ACCESS AND PARKING

3.16. Pedestrian access to the main entrance of the centre (Core E2) will be from within the BXSC (south west corner of site). The pedestrian access in the south east of the car park (Core E1) will only be used for servicing and in emergencies and by other users of the car park. Another emergency escape access will be installed in the track area (Core E5).

3.17. Part of the level, to the north and east edge of the car park will be retained to maintain some car parking and vehicular access to lower and upper floors. 348 car parking spaces will be removed, and 32 car parking spaces will be retained. An internal wall will be installed to separate the karting centre from the

retained car park area.

- 3.18. The use will benefit from use of the existing car and cycle parking facilities at BXSC.

REFUSE AND SERVICING

- 3.19. Four 1,100 litre bins (two for general waste and two for recycling) are to be provided to serve the proposed development. A dedicated bin store will be located outside the karting centre, at the south eastern corner of the level. The existing two lifts within Core E1 will provide access to the ground floor level, where collections will take place from a dedicated collection area.

- 3.20. Collection will take place once a week by moving the bins from the refuse area on the fourth level to the collection point.

UTILITIES

- 3.21. New connections will be provided into Level 4 East of the Red Car Park in order to provide the necessary utilities.

4. Planning Policy Framework

- 4.1. This section of the Planning Statement provides an overview of the relevant planning policy framework relevant to the site and proposals.
- 4.2. In accordance with Section 38(6) of the Planning and Compulsory Purchase Act (2004), planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise. The Development Plan for the site comprises:
- London Plan (2021);
 - Barnet Local Plan Core Strategy DPD (2012);
 - Barnet Local Plan Development Management DPD (2012); and
 - North London Waste Plan (2022).
- 4.3. Material considerations in the determination of the application include the National Planning Policy Framework (2023), the emerging Local Plan which was submitted to the Secretary of State for examination in November 2021 and is currently being examined, and site specific circumstances.

NATIONAL PLANNING POLICY AND GUIDANCE

National Planning Policy Framework (NPPF) (2023)

- 4.4. A revised NPPF was published by the Ministry for Housing, Communities and Local Government on the 20th July 2021, with a further update in September 2023 focused on onshore wind and meeting the challenges of climate change. The NPPF provides an overarching framework for the production of local planning documents and for planning decisions.
- 4.5. At the heart of the NPPF is a presumption in favour of sustainable development (Paragraph 11). In accordance with the NPPF, plans and decisions should apply a presumption in favour of sustainable development. In accordance with Paragraph 11 of the NPPF, for decision-taking, this means:
- “Approving development proposals that accord with an up-to-date development plan without delay;
- or

- Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - *The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed, or*
 - *Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole”.*

- 4.6. The NPPF sets out that the Government expects the planning system to help build a strong, responsive and competitive economy (Paragraph 8) and significant weight should be placed on the need to support economic growth and productivity, taking into account local business needs and wider opportunities for development (Paragraph 81).

- 4.7. Paragraph 20 outlines the requirement for LPA's to set strategic policies for the overall pattern, scale and quality of development and make sufficient provision for uses, including leisure developments.

- 4.8. Paragraph 82 states that *“Planning policies should, be flexible enough to accommodate needs not anticipated in the plan, allow for new and flexible working practices...and to enable a rapid response to changes in economic circumstances”.*

- 4.9. Paragraph 86 states that planning decisions should support the role that town centres play, by taking a positive approach, allowing them to grow and diversity in a way that can respond to changes in the retail and leisure industries.

- 4.10. Paragraph 87 of the NPPF sets out that local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. Paragraph 88 of the NPPF states when considering edge of centre and out of centre proposals, preference should be given to accessible sites which are well connected to the town centre.

- 4.11. Paragraph 90 of the NPPF states when assessing applications for retail and leisure development outside town centres, which are not in accordance with an up-to-date plan, local planning authorities should require an impact assessment if the development is over a proportionate, locally set floorspace threshold (if there is no locally set threshold, the default threshold is 2,500sqm of gross floorspace).
- 4.12. Paragraph 93 outlines the requirement to provide social, recreational and cultural facilities and services that a community need and that planning policies and decisions should:
- a) *“Plan positively for the provision and use of shared spaces, community facilities (such as local shops, meeting places, sports venues, open space, cultural buildings, public houses and places of worship) and other local services to enhance the sustainability of communities and residential environments; and*
 - b) *Take into account and support the delivery of local strategies to improve health, social and cultural well-being for all sections of the community”.*

REGIONAL PLANNING POLICY

London Plan (2021)

- 4.13. The London Plan provides an overarching strategic planning framework for the next 20 to 25 years. It provides a unified framework for strategies that are designed to ensure that all Londoners benefit from sustainable improvements to their quality of life. The key policies relevant to the proposals are outlined below.
- 4.14. Policy GG2 outlines that to create successful sustainable mixed-use places that make the best use of land, those involved in planning and development must enable the development of brownfield land, particularly in Opportunity Areas, on surplus public sector land, and sites within and on the edge of town centres.
- 4.15. Policy GG5 states that in order to conserve and enhance London’s global economic competitiveness and ensure that economic success is shared amongst all Londoners, those involved in planning and development must plan for sufficient employment space in the right locations to support economic

Planning, Design and Access Statement

Level 4 East, Red Car Park, Brent Cross Shopping Centre, London, NW4 3RA



development and regeneration.

- 4.16. Policy GG6 states that the help London become a more efficient and resilient city, those involved in planning and development must seek to improve energy efficiency and support the move towards a low carbon circular economy, contributing towards London becoming a zero carbon city by 2050.
- 4.17. Brent Cross Cricklewood is identified in the London Plan as an Opportunity Area and Regeneration Area (Policy SD1) with an indicative employment capacity of 26,000 and new homes target of 9,500. In addition, Brent Cross is identified as a regional shopping centre which has the potential to be re-classified as a Metropolitan Centre in the future. Paragraph 2.1.1 states that Opportunity Areas are identified as significant locations with development capacity to accommodate new housing, commercial development and infrastructure (of all types), linked to existing or potential improvements in public transport connectivity and capacity..
- 4.18. Policy SD6 states that the vitality and viability of London's varied town centres should be promoted and enhanced by ensuring town centres are the primary locations for commercial activity beyond the CAZ and important contributors to the local as well as London-wide economy.
- 4.19. Policy SD7 states that when considering development proposals, boroughs should take a town centres first approach, discouraging out-of-centre development of main town centre uses.
- 4.20. Under Policy SD8, Brent Cross is identified as a future Metropolitan Centre with high commercial and residential growth potential. The policy states that Metropolitan centres should be the focus for majority higher order comparison goods retailing, whilst securing opportunities for higher density employment, leisure and residential development.
- 4.21. Policy E10 seeks to promote London's visitor economy and states that associated employment should be strengthened by enhancing and extending its attractions, inclusive access, legibility, visitor experience and management and supporting infrastructure, particularly to parts of outer London well-connected by public transport, taking into account the needs of business as well as leisure visitors.
- 4.22. Policy HC6 states that Boroughs should develop a vision for the night-time economy, supporting its growth and diversification, in particular within strategic areas of night-time activity, building on the Mayor's Vision

for London as a 24-Hour City.

LOCAL PLANNING POLICY

Barnet Core Strategy (2012)

- 4.23. The Core Strategy forms the primary strategy document of the Development Plan.. The Site is subject to the following planning policy allocations as per the Proposals Map:
- Regeneration Area; and
 - Specific Proposal Site.
- 4.24. The Site is identified as being within the designated Brent Cross Cricklewood (BXC) Regeneration/ Development Area, which is noted to be the subject of a planning permission granted in October 2010.
- 4.25. Policy CS1 relates to 'Barnet's place shaping strategy regarding how to bring forward growth. The 'Three Strands Approach' indicates that development will be concentrated in well located areas. 'Strand 1' relates to protection of the Green Belt, heritage areas and open spaces. 'Strand 2 relates to the enhancement of priority town centres, and through various design considerations. 'Strand 3' seeks to consolidate growth in areas in need of renewal and investment that are also well-connected. The application site would fall under 'Strand 3' – as per paragraph 7.2.3 of the Core Strategy which states that consolidated growth is to be predominantly delivered across the two regeneration areas of Brent Cross – Cricklewood and Colindale and Mill Hill East.
- 4.26. Policy CS2 sets out the broad policy framework and anticipated timescales for the redevelopment of BXC. The policy states that BXC will be a major focus for the creation of new jobs and homes, building upon the area's strategic location and its key rail facilities. The policy seeks the comprehensive redevelopment of BXC. The policy describes this as providing the key elements of the local planning policy framework for deciding future planning applications unless and until replaced by new DPD or SPD as a result of the Local Plan Monitoring and review process.
- 4.27. Policy CS5 relates to 'protecting and enhancing Barnet's character to create high quality places'.

Planning, Design and Access Statement

Level 4 East, Red Car Park, Brent Cross Shopping Centre, London, NW4 3RA



- 4.28. Policy CS6 seeks to promote competitive town centres to serve the needs of residents, workers and visitors and ensuring a healthy mix of uses to include retail, housing, affordable housing, flexible workspace and leisure. The policy also seeks to promote BXC as a new metropolitan town centre and an Outer London Development Centre through mixed use regeneration.
- 4.29. Policy CS8 seeks to attract business growth as part of BXC with further provision in the other growth areas and town centres.
- 4.30. Policy CS9 relates to travel and transport and indicates that new development will fund infrastructure through a Community Infrastructure Levy (CIL) and ensure that major planning proposals are supported by assessments, plans and mitigation measures. It will also seek to make cycling and walking more attractive.
- 4.31. Policy CS12 relates to safe places and indicates that appropriate security and safety measures will be encouraged in buildings and spaces. The policy also requires developers to incorporate safety-related design principles within their development.
- 4.32. Policy CS13 indicates that the Council will promote the highest environmental standards for development and supplementary guidance will help to deliver exemplary levels of sustainability.

Barnet Development Management Policies Development Plan Document (DPD)

- 4.33. This document complements the Core Strategy and provides details regarding managing development within Barnet.
- 4.34. Policy DM01 states that all development should be of a high-quality design, demonstrate environmental awareness and understand local characteristics.
- 4.35. Policies DM02 and DM03 relate to development standards, accessibility and inclusiveness.
- 4.36. Policy DM17 indicates that the Council will ensure the safety of road users is taken into account when considering development proposals, and that major developments are located in areas which are highly accessible by a range of transport modes.

Barnet Draft Local Plan (Regulation 22)

- 4.37. Barnet's Draft Local Plan was submitted to the Planning Inspectorate for independent examination in November 2021. The independent Examination in Public hearings took place between September and November 2022. At the time of writing, the Council is working on Main Modifications to the Plan. Following the submission of a draft Main Modifications schedule the Inspectors will work with the Council to finalise the wording of proposed Main Modifications, ahead of a further round of consultation.
- 4.38. Under the Draft Local Plan, Policy GSS02 states that the Council supports comprehensive regeneration of Brent Cross Growth Area to deliver a new Metropolitan Town Centre providing a range of uses including new homes, a new commercial office quarter, an expanded retail offer, destination leisure and entertainment, cultural and arts facilities, restaurants and hotels supported by an extensive programme of infrastructure investment over the Plan period. Development proposals within the Growth Area must demonstrate how they assist in achieving and not undermining comprehensive development of the area and contribute towards the creation of a Metropolitan Town Centre.
- 4.39. Whilst relating to surface level car parks, Policy GSS12 provides supports for the redevelopment of publicly accessible surface level car parks for residential and other suitable uses in order to ensure the efficient and sustainable use of land, provided that:
- The design preserves the amenity of neighboring uses;
 - The proposal demonstrates how the use of public transport and active modes of travel will lead to reduced car park usage; and
 - The parking spaces can be demonstrated as surplus to requirement or re-provided as needed.
- 4.40. Policy TOW1 outlines that the Council will support leisure uses at Brent Cross, alongside a mix of other uses and a strong retail offer.

5. Planning Considerations

- 5.1. This section of the Statement assesses the development proposals against the planning policy context for the site, taking into account material considerations including the specific characteristics of the use and the objectives of the NPPF.

PRINCIPLE OF PROPOSED CHANGE OF USE

- 5.2. The proposal will make use of the currently underutilised car parking area to provide a leisure use which will complement and support the vibrancy and vitality of the shopping centre. The proposed Sui Generis leisure use aligns with the aspirations of the London Plan and Local Plan (adopted and emerging) to create a new Metropolitan Town Centre at Brent Cross which will provide a range of commercial uses. The proposed go-karting use will contribute to the creation of an expanded leisure destination at BXSC and therefore the use would have been supported on the site as part of the regeneration plans should such proposals have come forward during the inception of the regeneration masterplan.
- 5.3. Under the S73 Permission, the two multi-storey car parks to the north of the shopping centre fall within Plot 112 and are identified as being retained with no works proposed. Condition 38 of the S73 Permission confirms that 7,600 car parking spaces are allocated for 'retailing and related uses and Leisure Brent Cross East zone' and that these figures represent maximum levels of provision, rather than a required level to meet the demands of the Shopping Centre. As such as lesser provision would not conflict with the S73 Permission.
- 5.4. There are no conditions or obligations attached to the S73 Permission or subsequent Reserved Matters Approvals which specifically require all the car parking spaces within the MSCP to be retained in order to deliver the S73 Permission. Parking figures identified in the approved documents were an estimate, and it was recognised that a separate planning application for the car park would be required. The 7,600 spaces therefore represents a maximum figure.

- 5.5. The S73 Permission therefore allowed for flexibility in car parking provision. It is also important to note that the regeneration permission is now 10 years old and therefore a potentially lower parking provision could be provided to reflect changes in policy (reducing car dependency, promoting active travel) and other circumstances since the permission was granted. In this regard, at all spatial levels, planning policy seeks to reduce car parking spaces and reliance on the private motor car. It is therefore considered that the level of car parking required to support the Brent Cross masterplan is likely to be lower than the maximum 7,600 cited in the regeneration permission. The proposed scheme, which seeks to remove 348 spaces, will therefore not prejudice the wider regeneration aspirations for BXSC as already approved under the S73 Permission.
- 5.6. It is acknowledged that planning permissions which are inconsistent with an earlier overarching permission (here, the S73 Permission) have the potential to raise legal considerations concerning the ability to carry out development pursuant to overlapping planning permissions. This issue has been considered in various cases, including *Pilkington v Secretary of State for the Environment, Staffordshire CC v NGR* and more recently *Hillside Parks Ltd v Snowdonia National Park Authority*. The cases all concern the ability to carry out development pursuant to overlapping planning permissions and highlight that where the implementation of one permission (A) would be incompatible with, or prevent development being carried out in accordance with the terms including the conditions of, another permission (B), works pursuant to permission B could be rendered unlawful by the implementation of permission A, notwithstanding that permission B has already been lawfully implemented.
- 5.7. In the case of this application, the proposed change of use does not supersede or prevent construction of the development approved under the S73 Permission. As such, there are no requirements for the proposals to comply with the Drop-in Application Protocol which sets out the procedure for addressing issues arising from integration with other aspects of the development. The proposed change of use as presented does not conflict with the S73 Permission, and is consistent with planning policy as it does not hinder comprehensive redevelopment of BXC, and all levels of policy seek to reduce car parking spaces and reliance on the private motor car.

Proposed Go-Karting Use

- 5.8. There are no development plan policies that specifically deal with the location of an indoor go-karting use. It is a leisure use; however, it is not a typical leisure use because of its unique operational requirements for large open plan floorspace which cannot be accommodated in typical high street town centre units. Its unique operational circumstances are reflected in its classification as a Sui Generis use.
- 5.9. Where there are no policies to guide the provision of unique uses such as a go-karting centre, the NPPF sets out a presumption in favour of sustainable development in decision-taking and it requires the grant of planning permission unless policies relating to protected areas or assets provide a clear reason for refusing development or there are adverse impacts that would significantly and demonstrably outweigh the benefits of the proposal. In this regard, the following considerations are relevant:
- The Site comprises surplus car parking. It therefore represents an underutilised brownfield site in a well-connected location within a shopping centre complex. The proposals seek to provide a leisure use which will positively complement the existing uses at BXSC, creating jobs and supporting the vitality and viability of shopping centre which will become part of a new Metropolitan Town Centre (an existing aspiration which is being carried forward into the new local plan).
 - The Core Strategy outlines that the network of town centres in the borough, including Brent Cross contribute significantly to the economic prosperity of outer London, and is Barnet's largest shopping location. Under the Draft Local Plan Brent Cross is identified in the town centre hierarchy as a regional shopping centre, with future potential network classification as a Metropolitan Centre. The proposed go-karting use would be consistent with the existing regional shopping centre role, and future role, of Brent Cross area as a town centre.

- Draft Policy GSS02 'Brent Cross Growth Area' seeks to provide a range of uses including new homes, a new commercial office quarter, an expanded retail offer, destination leisure and entertainment, cultural and arts facilities, restaurants and hotels supported by an extensive programme of infrastructure investment over the Plan period. The shopping centre itself will be enhanced and integrated as part of the new Metropolitan Town Centre and will deliver a range of leisure and other uses to ensure that it acts as a regional destination and contributes to a vibrant and viable night-time economy. The proposal would accord with these emerging policy aspirations. Draft Policy TOW1 also provides support for leisure uses at Brent Cross. The proposed change of use will not impact upon protected areas or assets of particular importance as defined in the NPPF; and it will not result in any adverse impacts that would significantly and demonstrably outweigh the benefits of the proposal.
- As noted above, an indoor go karting centre use is not a typical "main town centre use" when having regard to the definition of Annex 2 of the NPPF. Although leisure uses and 'more intensive sport and recreation uses' are regarded as town centre uses, due to the maximum number of people using the track at one time being limited to 24 this is not a 'more intensive use'. It is nonetheless a leisure use which as noted above, will complement the existing shopping centre offer and will support the future role of the BXSC as part of the town centre.
- Given the unique operational requirements, an indoor go karting centre drives a requirement for a building with large amounts of open plan floorspace, with flexibility within the built envelope to configure the floorspace to create an interesting track experience, and ancillary facilities. The use can therefore not be accommodated in typical town centre type units. Surplus car parks do however provide an optimum building type to accommodate this unique use.
- Similar to the proposals at BXSC, TeamSport successfully converted a surplus car parking area at the Manchester Arena (approved by Manchester City Council in 2015 (ref: 110729/FO/2015/C1)). Here, Officers supported the proposals, commenting that "The proposal has the potential to add to the area's vibrancy and contribute to the character of the area. Given the above and the fact that the proposal would reuse vacant premises it is considered that the principle of the proposed use is acceptable".

- Paragraph 81 of the NPPF provides further support for the proposal. It highlights that “planning policies and decisions should help to create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development”. The development plan for the site has not anticipated for the provision of an indoor go karting centre and this is a unique use as demonstrated by its Sui Generis classification; therefore, it is important that policies are applied flexibly to support this business that is seeking to expand into the area. This is supported by Paragraph 82 of the NPPF which requires that local planning policies should “be flexible enough to anticipate needs not anticipated in the plan...”
- Furthermore, the NPPF proactively seeks to drive and support economic growth, stating that the planning system should operate to encourage, and not act as an impediment to sustainable growth. LPA’s should make every effort to meet business needs and respond positively to economic opportunities. The proposed development will provide new jobs for local people and promote community programmes that will benefit the local community.
- The proposed use would ensure that the site would be optimised for employment generating purposes, with a use that is compatible with the shopping centre use.

5.10. Taking into account the above consideration, the proposed use is acceptable.

5.11. In considering other aspects of the Barnet’s Development Plan, the following is also relevant:

- The proposal would benefit the economy of the borough and other strategic objectives of the Local Plan, including: creation of new employment opportunities with on-the-job training provided by TeamSport; providing a sport / leisure facility in a sustainable location which can be accessed by a range of public transport options; and attracting inward investment from an established business which operates successfully in other parts of London and in many other cities across the UK.

- The London Plan recognises (Policy E10) the importance of the provision of facilities that contribute to the visitor economy. By introducing a go-karting facility in this sustainable location, the diversity of the shopping centres offer, and overall visitor experience, will be improved. Additionally, not only will the proposed use contribute to maintain the areas identity on a more strategic level, but it will also contribute towards the provision of leisure, recreation, and sports facilities for Barnet's existing population, in line with both London Plan Policy E10 and Local Plan Policies CS1 and CS2.
- The proposed operational works will utilise lightweight partitions internally and involve only minor elevation works to create a newly defined area for TeamSport's operations. The existing car park building will therefore maintain flexibility and could easily revert back to its current use or other uses in the future.
- Surrounding uses would not be adversely affected as demonstrated by the Noise Assessment submitted with the application.
- The proposal will support the Council's vision for further employment opportunities in Barnet and would also provide vocational training opportunities through TeamSports' offer of on-the-job training to all its employees in line with the objectives of Policy CS6 and Policy CS8 of Barnet's Local Plan. TeamSport works with the Skills Partnership to provide access to an NVQ scheme, giving all employees the opportunity to gain relevant qualifications in areas such as customer service and management up to NVQ level 4. In addition, tuition is offered to any employees who have left education without basic literacy skills.

5.12. To conclude on land use, the proposals represent an exciting leisure use which will complement and support the shopping centre, and will support the aspirations of the London Plan and Local Plan (adopted and emerging) to create a new Metropolitan Town Centre at Brent Cross. The proposals would have been supported had they been incorporated in the regeneration plans for Brent Cross, and they will not prejudice the delivery of the regeneration. As such, the proposals are considered comply the objectives of the Development Plan as a whole.

5.13. The specific characteristics of the proposed use also means that the use cannot be accommodated in traditional town centre commercial units. Given the sites location in an important shopping centre, which is recognised in Barnet's Town Centre Hierarchy, and that there will be no harm arising from the

proposals, the presumption in favour of sustainable development should be applied and planning permission should be granted for the proposed use.

DESIGN

- 5.14. Minor external works are proposed to enclose the car park on the southern and western elevation. This will involve infilling of the openings with panels to match the existing structure. A total of 9 new windows will be provided to allow natural light into the customer areas. These elevations face onto the shopping centre and the Blue Car Park respectively and, as such, the proposed alterations will not be visible from outside of the shopping centre complex.
- 5.15. The proposals also involve the installation of two new signage zones along the eastern elevation which will comprise of new internally illuminated vinyl and acrylic fascia signage. The signage will be visible from passers-by travelling along Hendon Way to the east of the site, but will not have an unacceptable impact on amenity or public safety, in accordance with Paragraph 130 of the NPPF. The signage will be securely installed, will have no impact on the amenity of the local area, will be of a height to not restrict access and will be internally illuminated to ensure highway safety is protected. Based on the nature of the external works proposed, these will not affect the character or appearance of the site's surroundings in conformity with the NPPF and local policies.

NOISE

- 5.16. Whilst the proposed use is considered to be compatible with the location of the site within a shopping centre, a Noise Assessment has been prepared by Quantum Acoustics to consider potential noise impacts. The assessment utilises survey data from the vicinity of the site and other TeamSport premises. The report demonstrates that the proposed use, with associated noise attenuation measures, can operate without adverse impacts to the nearest properties.
- 5.17. Electric battery powered karts will be used within this facility. When compared to petrol engine powered karts, electric karts have comparatively low noise level emissions and no polluting exhaust fumes. With no exhaust fumes, there will be no requirement for large ventilation fans typically associated with indoor karting facilities. No noise impacts are anticipated from servicing activities which will take place from an existing servicing area.

- 5.18. Having regard to the proposed operation and site specific circumstances, the assessment demonstrates that the proposed use can operate without adverse impact to the nearest residential premises. As such, the proposal is acceptable and accords with local, regionally and national policies relating to noise impacts.

TRANSPORT

Access

- 5.19. The site benefits from very good access to the local highway network and public transport network in addition to having direct connections to facilitate easy access to the pedestrian and cycle network. The site is therefore accessible by sustainable modes of transport, promoting sustainable travel, and managing down traffic impacts of the development, in line with Local Plan Policy CS9 and Policy DM17.
- 5.20. The site is easily accessible by car from the A406 to the south and Hendon Way to the east, which connects to the private roads of the BXSC. Vehicles access the car park via a one way ramp system from two entry points, located from Level 1 adjacent to the Waitrose and another from Level 3 towards the rear of the car park near to Speedy Motors/Paint Chip.
- 5.21. The existing vehicular access points will be retained as part of the proposal, with 32 car parking spaces retained on the level. Vehicular tracking has been provided in the application drawing set.
- 5.22. Visitors will be able to access the TeamSport centre directly from the main pedestrian entrance point from the shopping centre in the south west corner of the site (Core E2). Appropriate emergency and servicing access will also be provided.

Car and Cycle Parking

- 5.23. The BXSC has dedicated car parking for well over 6000 cars, as well as a significant cycle parking provision which TeamSport would have access to. Whilst there are no specific maximum parking standards for this type of use, the provision within the existing car parks is clearly more than sufficient, taking into account the site's highly accessible location with regards to public transport and also the limited number of people movements arising (noting 24 persons on the track at any one time). It is also expected

that there will be linked trips with those visiting the shopping centre.

5.24. As indicated in the latest available car parking survey (under application ref: 22/4481/FUL) the BXSC car parks offer an overall parking capacity of 6,117 spaces when the two upper levels of the Multi-Storey Car Parks (MSCPs) are open, excluding a couple of parking areas which are not currently used as car parking for BXSC. The two upper levels of the MSCPs (1,599 spaces) are however currently closed, resulting in a total of 4,518 spaces currently being available to users of BXSC. The TeamSport proposals would result in the loss of 348 existing car parking spaces, which when allowing for the 100 spaces lost under the application ref: 22/4481/FUL, would leave 4,070 spaces remaining to serve customers of the shopping centre.

5.25. The latest occupancy surveys of the car parks at BXSC (provided under application ref: 20/4970/FUL) from 2019 demonstrate that even pre-Covid, the peak occupancy in Christmas 2019 was 71%, which indicates that over 2000 parking spaces were still spare. This represents a worst case scenario and does not reflect significant changes in the retail climate and the rise of e-commerce which have reduced the number of shopping centre visitors since this time. This assumption was confirmed by Highways Officers in their consultation response as part of application 22/4481/FUL, in which they commented that:

“Although the parking survey is from 2019 this is before the Covid pandemic and there has been a recent increase in on-line shopping, parking levels have reduced since and therefore a more recent survey would show a reduction in use. The 2019 survey is likely to show a worst case”

5.26. In addition, recent discussions with the landowner of the existing car park have indicated that there remains significant surplus capacity of car parking spaces on site at Brent Cross, and that the loss of 348 spaces as a result of the TeamSport proposals will not materially impact on the ability of BXSC to meet its parking needs of visitors.

5.27. The proposed development is not expected to generate a significant number of vehicle or cycle trips. The total number of people on site at any one time (staff and customers) will be 80 which is expected to generate a low number of overall vehicle trips. In addition, many of these trips will be ‘linked’ to wider use of the BXSC Centre as part of visitors’ wider use of the amenities at the shopping centre. The excellent public transport connections will also mean staff and customers will be able travel to the centre by public

transport which will reduce the reliance and use of private cars. As such, the development proposal is not likely to have a material impact on the adjacent highway or public transport infrastructure and, as such, the proposal is acceptable in transport planning terms and accords with the principle of sustainable development set out within local and national policies.

Servicing Strategy

- 5.28. Four 1,100 litre bins (two for general waste and two for recycling) are to be provided to serve the proposed development. A dedicated bin store will be located outside the TeamSport centre at the south eastern corner of the car park level, close to Exit 1 (E1) which is serviced by two lifts providing access to the ground floor level.
- 5.29. The proposed unit will be serviced by collection vehicles at a dedicated collection area located adjacent to the existing car park at ground floor level. Collection will take place once a week by moving the bins from the refuse area on the fourth level to the collection point.
- 5.30. The proposed refuse servicing strategy will utilise an existing collection area; therefore, it will not compromise existing pedestrian entrances to the car park, and the designated collection area will separate pedestrians from waste collection and promote pedestrian safety on collection day. It is therefore considered that the proposals are compliant with Policy CS14 of the Core Strategy with regards to ensuring that waste arising from the development is appropriately dealt with and recycling is encouraged.

UTILITIES

- 5.31. New connections into Level 4 East Red Car Park will be provided in order to provide the necessary utilities.

6. Conclusion

- 6.1. This Planning, Design and Access Statement has been prepared by Savills on behalf of Go Karting for Fun Limited in support of their proposals for the change of use of part of the Level 4 East, Red Car Park of Brent Cross Shopping Centre, to provide a sui generis indoor electric go karting centre.
- 6.2. The proposed use will make sustainable use of surplus car parking at BXSC to provide an exciting and complementary leisure use to support the wider function of the BXSC which has an established and important role within the overall hierarchy of centres in the borough and North London.
- 6.3. The unique operational characteristics of indoor go-karting centres necessitate that sites such as this, provide an optimum location where such uses can be accommodated. The existing car park is ideally suited for the proposed use given its open plan floorspace and its sustainable location close to walking, cycling and public transport infrastructure and within an established and important shopping centre which will benefit from this complementary leisure use.
- 6.4. The proposals will not give rise to any adverse impact from a design, noise or highways perspective. Instead, the proposal will deliver a sustainable use for the site and in doing so will also deliver a number of economic and community benefits for the local area, which include:
- The proposals will secure a sustainable employment generating use for the site providing up to 30 new jobs which from TeamSport's experience will be filled by local people, including younger people.
 - The proposals will provide for a range of employment opportunities for the local community benefitting the local economy, particularly through the provision of on-the-job-training;
 - The proposal will provide additional leisure opportunities in the borough in an accessible and sustainable location; and;
 - The proposals can be facilitated without adverse impact to the surrounding residential properties and neighbouring businesses.
- 6.5. The proposed change of use raises no issues with regards to the Hillside Judgement¹ as the proposals

¹ Hillside Parks Ltd v Snowdonia National Park Authority

Planning, Design and Access Statement

Level 4 East, Red Car Park, Brent Cross Shopping Centre, London, NW4 3RA



do not supersede or prevent construction of development approved under the S73 Permission. As such, the application is not required to comply with the Drop-in Application Protocol.

- 6.6. The application demonstrates that the proposals comply with the objectives of the Development Plan as a whole, and other technical standards, and as such will not result in any unacceptable environmental, transport or amenity impacts. The proposed change of use is acceptable and can be supported having regard to the adopted and emerging policy context and material considerations; the proposal would support the delivery of the strategic objectives of the Local Plan and would not prejudice the wider aspirations for the Brent Cross regeneration. The proposal accords with the NPPF which places significant weight on the need to support economic growth. It is therefore respectfully requested that planning permission is granted so that the benefits of the proposal can be realised without delay.

Planning, Design and Access Statement

Level 4 East, Red Car Park, Brent Cross Shopping Centre, London, NW4 3RA



Appendices

Planning, Design and Access Statement

Level 4 East, Red Car Park, Brent Cross Shopping Centre, London, NW4 3RA



Appendix

Appendix 1

Appendix 1 – Planning History

Ref	Description	Decision
22/4481/FUL	Temporary hard and soft landscaping enhancements around the Brent Cross Shopping Centre including new planting and street furniture.	Approved (13 January 2022)
20/3399/FUL	Construction of a single storey entrance building within the curtilage of Plot 12 Reserved Matters Approval ref. 17/6662/RMA pursuant to outline planning permission Ref. F/04687/13 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Area	Approved subject to conditions (9 th December 2020)
19/2291/FUL	Provision of a new Neighbourhood Park (Claremont Park) comprising improvements and modifications to Claremont Way Open Space, changes to levels, hard and soft landscaping measures, the introduction of play equipment, park furniture, a pond, fencing, shared pedestrian and cycling routes and all associated enabling, incidental and temporary works	Approved (18th October 2019)
18/6645/FUL	Construction of highways infrastructure and associated public realm comprising High Street South (East Works), Claremont Park Road (Part 1), Claremont Avenue (south of High Street South (East Works) and Claremont Road Junction North, required in association with Phase 1 (South) of the consented redevelopment of the Brent Cross Cricklewood regeneration area (Reference F/04687/13). Proposal includes including enabling works and other works incidental to the highways and public realm development Land In The Vicinity Of Claremont Way, Brent Cross Cricklewood Regeneration Area, North West London	Approved (14th December 2018)
18/6409/RMA	Reserved Matters Application in respect of Plot 11 of Phase 1C pursuant to Conditions 1.3(i), Approved 8 2.1 and 1.7 of planning permission F/04687/13 (dated 23rd July 2014) for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Area. The application seeks approval of details relating to layout, scale, appearance, access and landscaping for a residential-led mixed use development of Plot 11, comprising 352 residential units, flexible retail (Use Classes A1/A3), provision for a ground floor Neighbourhood Police Unit (Sui Generis), basement and undercroft car parking, cycle parking, refuse storage and plant to be provided within two buildings with heights ranging from 8 to 13 storeys arranged around a	Approved (11th April 2019)

	private courtyard, together with an east-west publicly accessible route between the two buildings. Land in the vicinity of Claremont Way, Brent Cross Cricklewood Regeneration Area, North West London	
18/6337/RMA	Reserved Matters Application in respect of Plot 13 of Phase 1C pursuant to Condition 1.3(i), 2.1 and 1.7 of planning permission F/04687/13 (dated 23rd July 2014) for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Area. The application seeks approval of details relating to layout, scale, appearance, access and landscaping for the residential led mixed use development of Plot 13, comprising 348 residential units, flexible retail (Use Classes A1/A3), cinema (Use Class D2) and a community facility (Use Class D1), basement car parking, cycle parking, refuse storage and plant to be provided within two buildings (six blocks) with heights ranging from 7+1 to 16 storeys arranged around a private courtyard, together with a north-south publicly accessible tertiary street for the provision of access. Land in the vicinity of Claremont Way, Brent Cross Cricklewood Regeneration Area, North West London	Approved (18th March 2019)
17/6662/RMA	Reserved Matters Application in respect of Plot 12 of Phase 1B (South) pursuant to Condition 1.2.2.B and 2.1 and for the part discharge of Condition 13.1 of planning permission Ref. F/04687/13 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Area. Application seeks approval for Layout, Scale, Appearance, Access and Landscaping for Plot 12, comprising of 292 residential units, ancillary housing office, flexible retail, café, basement car parking and plant including heating plant, to be provided within two buildings with heights ranging from 6-13 storeys arranged around a public pocket park and private courtyard together with north-south and east-west tertiary streets for the provision of access. Application is accompanied by an Environmental Statement of Compliance. Brent Cross Cricklewood Regeneration Area, North West London	Approved (28th February 2018)
17/2963/RMA	Reserved Matters Application for Phase 1B (North) of the Brent Cross Cricklewood Regeneration scheme relating to Layout, Scale, Appearance, Access and Landscaping submitted pursuant to Conditions 1.2.2.A and 2.1 and for the part discharge of Condition 13.1 attached to Planning Permission ref no. F/04687/13 for the comprehensive mixed-use redevelopment of the Brent Cross Cricklewood Regeneration Area. The proposal comprises retail led mixed use development which includes a replacement Brent Cross Bus Station, 52 residential units, new hotel, new energy centre, Eastern and Western Brent Riverside Park (including a Nature Park) and improvements to Sturgess Park. Application is accompanied by an Environmental Statement Further Information Report.	Approved 31 st Oct 2017
17/3090/CON	Submission of details for condition 11.2 (Car Parking Standards and Strategy) pursuant to Phase 1B (North) planning permission F/04687/13 dated 23/07/14	Finally Disposed of

		28 th Sep 2023
F/04687/13	<p>Section 73 Planning application to develop land without complying with the conditions attached to Planning Permission Ref C/17559/08, granted on 28 October 2010 ('the 2010 Permission'), for development as described below:</p> <p>Comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area comprising residential uses (Use Class C2, C3 and student/special needs/sheltered housing), a full range of town centre uses including Use Classes A1 - A5, offices, industrial and other business uses within Use Classes B1 - B8, leisure uses, rail based freight facilities, waste handling facility and treatment technology, petrol filling station, hotel and conference facilities, community, health and education facilities, private hospital, open space and public realm, landscaping and recreation facilities, new rail and bus stations, vehicular and pedestrian bridges, underground and multi-storey parking, works to the River Brent and Clitterhouse Stream and associated infrastructure, demolition and alterations of existing building structures, CHP/CCHP, relocated electricity substation, free standing or building mounted wind turbines, alterations to existing railway including Cricklewood railway track and station and Brent Cross London Underground station, creation of new strategic accesses and internal road layout, at grade or underground conveyor from waste handling facility to CHP/CCHP, infrastructure and associated facilities together with any required temporary works or structures and associated utilities/services required by the Development (Outline Application). The application is accompanied by an Environmental Statement.</p>	<p>Approved following legal agreement</p> <p>Wed 23 Jul 2014</p>
C/17559/08	<p>Comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area comprising residential (Use Class C2, C3 and student / special needs / sheltered housing), a full range of town centre uses including Use Classes A1-A5, offices, industrial and other business uses within Use Classes B1-B8, leisure uses, rail based freight facilities, waste handling facility and treatment technology, petrol filling station, hotel and conference facilities, community, health and education facilities, private hospital, open space and public realm, landscaping and recreation facilities, new rail and bus stations, vehicular and pedestrian bridges, underground and multi-storey parking, works to the River Brent and Clitterhouse Stream and associated infrastructure, demolition and alterations of existing building structures, electricity generation stations, relocated electricity substation, free standing or building mounted wind turbines, alterations to existing railway including Cricklewood railway track and station and Brent Cross London Underground station, creation of new strategic accesses and internal road layout, at grade or underground conveyor from waste handling facility to combined heat and power plant, infrastructure and associated</p>	<p>Approved 28th October 2010</p>

	facilities together with any required temporary works or structures and associated utilities / services required by the development (OUTLINE APPLICATION).	
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Appendix 2
