

**LOCATION:** Phase 1A (South) Brent Cross Cricklewood Regeneration Area; Land At Claremont Industrial Estate And Whitefield Estate, London NW2

**REFERENCE:** 15/06518/RMA **Received:** 23 Oct, 2015

**Accepted:** 26 Oct, 2015

**WARD:** Childs Hill, Golders **Expiry:** 25 Jan, 2015  
Green, West Hendon

**APPLICANT:** Argent (Property Development) Services LLP

**PROPOSAL:** Submission of Reserved Matters Application within Phase 1A (South) of the Brent Cross Cricklewood Regeneration Area; relating to Layout, Scale, Appearance, Access and Landscaping for Claremont Park Road (Part 1) and School Lane. Submission is pursuant to conditions 1.2.1.B, 2.1 and for the part discharge of condition 13.1 of planning permission F/04687/13 dated 23 July 2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area.

Application is accompanied by an Environmental Statement Compliance Note.

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## 1. RECOMMENDATION

This application is recommended for **APPROVAL** subject to conditions and informative(s) attached in **Appendix 1**.

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## 2. APPLICATION SUMMARY

This Reserved Matters Application relates to Phase 1A (South) of the Brent Cross Cricklewood regeneration and seeks approval for detailed matters; related to scale, layout, access, appearance and landscaping reserved under the 2014 Section 73 outline planning consent (Ref: F/04687/13) approved 23 July 2014.

Phase 1A (South) is defined to deliver three separate highway infrastructure items to facilitate the Southern development of the Brent Cross Cricklewood regeneration. This particular phase comprises: the A5/ Diverted Geron Way (Waste Handling Facility) Junction, Claremont Park Road (Part 1) and School Lane. No plot development is included within this Phase.

The Section 73 Planning Consent provided full planning approval for major highway works to key junctions, and these are referred to as the 'Gateway Junctions'. The A5/Diverted Geron Way (Waste Handling Facility) Junction is

one of the nine approved Gateway Junctions and controlled under Condition 1.29 of the planning consent and therefore does not form part this Reserved Matters Application.

The principle works in the RMA before Members therefore comprises the provision of two new highway infrastructure works: Claremont Park Road (Part 1) which extends west from the junction of Claremont Avenue, Claremont Road and Orchard Road; and School Lane which provides a link from Claremont Avenue at the Junction with High Street South (Market Square). These stretches of roads will facilitate access to future southern plot developments, and provide a connection to the highway network delivered under Phase 1A (North).

The application was submitted on 23 October 2015 to comply with the Section 73 planning consent and the provisions of the Section 92 of the Town & County Planning Act 1990 (as amended). The submission of all Reserved Matters Applications in respect of Phase 1 is controlled under Condition 1.2, and Condition 1.2.1B requires the Reserved Matters Application for Phase 1A (South) to be submitted before the expiration of 5 years from 28 October 2010.

### **3. BACKGROUND TO THE BRENT CROSS CRICKLEWOOD REGENERATION**

#### **3.1 Approved Development**

The principle of development at Brent Cross Cricklewood Regeneration was first established by way of a site-specific Development Framework produced in April 2004 as Supplementary Planning Guidance (SPG) in accordance with the London Plan. The SPG established a vision to *'to create a new gateway for London and a vibrant urban area for Barnet'*.

The comprehensive redevelopment of the wider Brent Cross Cricklewood regeneration area was subsequently granted planning permission in outline in 2010 under planning permission C/17559/08 (the 2010 permission). Subsequently, this permission was revised under a Section 73 Planning application (F/04687/13) which was approved on 23 July 2014 (2014 Section 73 Consent') described below:

*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: 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 2010 Outline Planning Consent and the 2014 Section 73 Planning approval were both subject to an Environmental Impact Assessment.

The following transport documents were issued in support of the 2014 Section 73 Application against which this Reserved Matters Application will be considered:

- BXC05 Volume 1 Consolidated Transport Assessment Main Report;
- BXC05 Volume 2 Consolidated Transport Assessment Appendices;
- BXC05 Volume 3 Consolidated Transport Assessment Travel Plans;
- BXC05 Volume 4 Consolidated Transport Assessment Highway Engineering Proposals;
- BXC05 Volume 5 S73 Transport Report; and
- BXC05 Volume 6 S73 Highway Engineering Report.

### **3.2 Phasing of the Brent Cross Cricklewood Regeneration**

The 2014 Section 73 Planning Consent is a multi-phase scheme for delivery over a period of 16 years. The permission proposes the phased delivery of the comprehensive development for the whole site in accordance with planning policy.

Phase 1 is proposed to be delivered in sub phases which are divided between north and south. The land to the north of the North Circular will continue to be delivered by Hammerson and Standard Life. The Council has procured a new development partner for the area south of the A406. In March 2015 at a meeting of its Full Council, the London Borough of Barnet approved to appoint Argent and Related Companies as the preferred development partner for the Brent Cross Cricklewood South development.

The sub phases for Phase 1 are as follows:

- Phase 1A (North) – this includes all the highways infrastructure to support the northern development including the key highways

infrastructure to support the Phase 1 South, such as the improvements to the southern junctions of the A5/A407 Cricklewood Lane and the A407 Cricklewood Lane/Claremont Road Junction improvements. In addition the River Brent re-routeing and Bridge works will be delivered as part of Phase 1A (North), along with the Clitterhouse Playing Fields Part 1 (excluding the Nature Park) and the Claremont Park Improvements. The Living Bridge is included in (details have been approved before the commencement of) Phase 1A (North). Under the Revised Section 106 Agreement, its delivery will be triggered by the commencement of Phase 1B (North) and its delivery will be programmed to commence and be completed no later than before the occupation of Phase 1B North plots.

- Phase 1A (South) – A number of highway improvements needed to support Phase 1 of the Southern Development will be provided including the Waste Handling Facility (Diverted Geron Way/A5 junction; Claremont Park Road (Part 1); School Lane Works.
- Phase 1B (North) – This includes all of the plot development on the north side with the exception of the residential development within the Brent Cross West Zone. The sub phase also includes the new bus station, reconfigured shopping centre, Brent Cross Main Square, High Street North and other northern pedestrian routes, as well as the Riverside Park, Sturgess Park Improvements and around 300 housing units. Commencement of this Sub-Phase will trigger the BXP's obligations to deliver the Living Bridge which will link into the buildings and public realm to be provided on the Plots forming part of this Sub-Phase.
- Phase 1B (South) – This includes the Market Square, the Clarefield Park Temporary Replacement Open Space the replacement food store, the Waste Handling facility, the CHP and the new and expanded Claremont School, in addition to more than 1000 residential units.
- Phase 1C – This will include the remaining plot development on the south side.

This Reserved Matters Application before members relates to Phase 1A (South).

### **3.3 Relationship to Phase 1A North Reserved Matters Applications**

Phase 1A (North) is largely an infrastructure phase. It includes necessary highways infrastructure works to support the northern development, as well as improvements to critical southern junctions. The infrastructure required relevant to the River Brent re-routeing and Bridge works are also delivered as part of Phase 1A (North), along with the Living Bridge, Replacement Templehof Bridge, Clitterhouse Playing Fields Part 1 and the Claremont Park Improvements.

The reserved matters for Phase 1A (North) have been broken down into four separate reserved matters submissions due to the size, scale and complexity of this initial sub phase.

All Reserved Matters Applications for Phase 1A (North) have either been approved or have resolution grant. Details are set out in Table 1.0 in **Appendix 2** (Relevant Planning History).

Following a review of the detailed design of the infrastructure, the Brent Cross North Development Partners submitted further reserved matters applications in October 2015 for alternatives to specific items of infrastructure within Phase 1A (North). These applications are currently under consideration and are set out in Table 2.0 in Appendix 2.

### **3.4 Pre-Reserved Matters Conditions**

The Section 73 Planning consent includes a number of Pre-Reserved Matters conditions intended to establish and inform key principles of the forthcoming development. The majority of these require submission prior to applications for reserved matters being submitted to the Council. Reserved Matters applications are required to accord with commitments and strategies approved under these conditions where relevant.

All necessary Pre-RMA conditions associated with the works proposed under Phase 1A (South) have been discharged. Table 1 **Appendix 3** of this report lists those Pre Reserved Matters Conditions which were submitted and approved under Phase 1A (North), and are required to be submitted prior to the submission of the first reserved matters application but are relevant to Phase 1A (South). Table 2 lists those Pre RMA conditions that were specifically submitted prior to the submission of this Reserved Matters Application.

## **4. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSALS**

### **4.1 Site Description and Surroundings**

Brent Cross South covers the southern section of the regeneration site, which is bounded by the A406 North Circular Road to the north, A5 to the west and A41 to the east. The delivery of Claremont Park Road Part 1 and School Lane which this application comprises, will connect into the highway network recommended for approval under the Phase 1A (North) Infrastructure Reserved Matters Application (Ref: 15/03312/RMA). **Appendix 4** drawing 1 of this report demonstrates the location of Phase 1A (South) within the wider Brent Cross Cricklewood Regeneration area.

**Claremont Park Road:**

Claremont Park Road is to be delivered in two parts; Part 1 the subject of this RMA application comprises the eastern end, from the junction with Claremont Avenue to the current alignment of Claremont Road and the new Orchard Lane. The new road is proposed to be located through the existing Claremont Industrial Estate and will be positioned along the north edge of Claremont Open space. The proposed area is currently occupied by a row of industrial buildings fronting Claremont Way, hard-standing and car parking facilities for the Industrial Estate.

Claremont Park Road (Part 2) located at the western end and will be delivered at a later phase of the development to adjoin a new highway: Spine Road. This road will connect High Street South with Claremont Road and also provide access to the A5, via a new road Bridge over the Midland Main Line Railway.

The Eastern part of Claremont Park Road will be located on the site of the existing Rosa Freedman Centre, which is a residential care home for the elderly. Permission for demolition of the facility has been granted through the Section 73 Planning consent, and is proposed to occur as part of the first sub-Phase of the Brent Cross Cricklewood regeneration.

#### **School Lane:**

School Lane is proposed to adjoin with the new Claremont Avenue, forming a junction with the proposed High Street South, and adjoin west with the existing Claremont Road. The corridor for the proposed road currently comprises the existing eastern proportion of Clarefield Park, residential properties fronting Whitefield Avenue and hard-standing between two high rise residential buildings of the Whitefield Estate.

Both infrastructure highway elements do not provide substantial connectivity for the Southern phases of the development at this stage, but are designed to provide a function to facilitate and connect to provide future access to southern residential and plot developments.

#### **Existing Parking facilities:**

Parking in and around the site is currently provided by way of controlled on-street zones, charged on-street bays, charged public off-street car parks, free off-street car parks and extensive free on-street car parking particularly in residential areas south of the A406 North Circular road.

#### **Existing Public Transport and existing facilities:**

A range of bus services, operated on behalf of Transport for London (TfL) pass through or approximately close to the site. The majority of the bus services start from or pass through the bus station at Brent Cross Shopping Centre. This bus station serves the shopping centre but also operates as a local bus hub. Other bus hubs in the vicinity are located at North Finchley and Golders Green.

The Midland Mainline railway corridor passes through the western edge of the regeneration site. Cricklewood Railway Station serves the southern end of the site and Hendon Station is approximately 3km to the north within the vicinity of the site boundary. Brent Cross Underground Station is the nearest London Underground Station and is located to the southeast of the A406/A41 junction. To the north, Hendon Central is approximately 750metres from Brent Cross Shopping Centre and approximately 1.9km from Brent Cross South.

The existing facilities for pedestrians and cyclists are generally poor, with limited connectivity across the development area. Cycle parking facilities in the Brent Cross region remain limited, and cyclists still face traversing a number of busy junctions and highways.

#### **4.2 Description of the Proposals**

The main elements of this Reserved Matters submission includes details of Layout, Scale, Appearance, access and Landscaping in relation to the delivery of Claremont Park Road (Part 1) and School Lane for Phase 1A (South); forming part of the Brent Cross Cricklewood Regeneration. **Appendix 4** drawing 2 demonstrates the highway works proposed under Phase 1A (South), in context with the infrastructure and open spaces recommended for approval under the Phase 1A (North) Reserved Matters applications.

##### **Proposal for Claremont Park Road (Part 1):**

Claremont Park Road (Part 1) is currently defined within the glossary of the Section 73 Planning Permission as follows:

*“Claremont Park Road (Part 1)” means that part of Claremont Park Road to be created (as part of Phase 1A (south) adjacent to plots 11 and 12 (as shown on the indicative Phasing Parameter Plan and outlined by reference to their anticipated primary uses in Table 8a of Appendix 2 to the DSF) and which is the completed with Phase 1 of the development;*

This road is proposed to be a two way single carriageway road and will be classified as a local street. A turning circle is proposed at the western end of the road, to provide temporary turning facilities ahead of completion of Claremont Park Road (Part 2). Indicative traffic calming measures have been illustrated on the submitted drawings; however, details are to be agreed with the Highway Authority during the detailed design and technical approval stage under the relevant section 278 and 38 Highway Agreements. Therefore, it is considered that the proposed indicative traffic calming measures do not form part of the proposal and are not being considered for formal approval under this Reserved Matters Application.

## **Proposal for School Lane:**

School Lane is currently defined within the glossary of the Section 73 Planning Permission as follows:

*“School Lane” means the part of School Lane that runs East from Market Square and identified as K46 on Plan 9 (and indicated for Illustrative Purposes only on Plan 17) in schedule 8 to the S106 Agreement;*

School Lane is proposed to provide a link from Claremont Avenue at the Junction with High Street South (Market Square) to Claremont Road. The road will generally serve a localised function. This road will be a two way single carriageway, and provide general vehicle access in the interim of Phase 1. Within the remit of the wider development proposal, School Lane has been assessed and designed to be a bus only route; though no bus services are proposed to use the public road during Phase 1, the road has been designed with this future capability.

## **Documents Submitted:**

The application is supported by the following documents:

- Application Covering Letter (Dated: October 2015)
- Explanatory Report (Dated: October 2015)
- Environmental Compliance Note (Dated: October 2015)
- Application Detailed Plans (revised January 2016)
- Reserved Matters Transport Report (Dated: October 2015)

**Design Development Report** – A Development Report has not been submitted with RMA submissions. Officers consider the detailed plans submitted demonstrate the design of the proposed Highway Roads to a satisfactory level.

**Statement of Community Involvement** – The strategy submitted and approved under condition 1.23 (Ref: approved 31 March 2015) of the Section 73 planning consent, demonstrated the broad principles of consultation for all phases and sub-phases of the regeneration development. Due to the limited scope and extent of Phase 1A (South), consultation has focused on the Highway Authorities and Planning officers. A Statement of Community Involvement does not form part of the suit of the documents to accompany the RMA submission and Officers consider this satisfactory.

**Illustrative Reconciliation Plan** – An updated Illustrative Reconciliation Plan was submitted under Condition 1.17 for Phase 1A (South) (Ref: 15/06532/CON). This condition is a Pre Reserved Matters Condition of the Section 73 planning consent, and requires the applicant to implement the Reconciliation Mechanism specified in Section 6 of the Revised Development Specification Framework (DSF). The Illustrative Reconciliation Plan is required to be developed for each Phase or sub-phase of the regeneration.



No changes have occurred since the submission of Condition 1.17 for Phase 1A (South) and therefore officers consider details submitted are satisfactory.

## **5. MATERIAL CONSIDERATIONS**

### **5.1 Key Relevant Planning Policy**

In this case, the Development Plan comprises the London Plan (Consolidated with Further Alterations since 2011) (March 2015) at the strategic level and, at the local level, Barnet's Local Plan (Core Strategy (2012)) and the Saved UDP Policies GCRICK and C1-C11, which apply to the application site and are supplemented by the Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework (2005).

The Council's Development Management Policies DPD (2012) states at paragraph 1.4.3 that it will not apply to planning applications for comprehensive development in the Brent Cross unless and until the Core Strategy is reviewed in accordance with Policy CS2 and Section 20:13 of the Core Strategy.

Detailed consideration of the application against key London Plan and London Borough of Barnet policies can be found in **Appendix 5**. Suffice to state here that the application is considered to be in accordance with the relevant Policy. The application is for matters reserved following the grant of the outline planning permission under the 2014 permission and as such the policy considerations have previously been considered and have been found to have been met.

#### **National Planning Policy Framework**

The 'National Planning Policy Framework' (NPPF) was published on 27 March 2012. This is a key part of the Governments reforms to make the planning system less complex and more accessible, and to promote sustainable growth. In March 2014 the National Planning Practice Guidance was published (online) as a web based resource. This resource provides an additional level of detail and guidance to support the policies set out in the NPPF.

### **5.2 Public Consultations and Views Expressed**

#### **Public Consultation**

**685** local residents were consulted by letter dated 27 October 2015. The application was advertised in the local press newspaper; notice dated 27 October 2015 and 4 site notices were erected proximity to the development site on the same date. The consultation letters allowed a 5 week period to respond. 3 letters of objection were received in response to this consultation. Statutory consultees and other interest groups were also consulted on the application.

A summary of the comments received and officer comments in response can be found under **Appendix 6** 'Consultation Responses' of this report.

The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy.

The Section 73 Consent includes a requirement under Condition 1.23 for submission of a Public Consultation Strategy This was submitted to the Council and considered under planning reference 14/07891/CON. It was approved on 31 March 2015. Due to the limited scope and extent of Phase 1A (South), consultation has focused on the Highway Authorities and Planning officers. A Statement of Community Involvement does not form part of the suit of the documents to accompany the RMA submission.

The application has been subject to statutory consultation and a small number of third party representations have been made. No significant issues have been raised that have not been addressed or which would move officers to recommend refusal.

### **Consultation Responses from Statutory Consultees and other interest groups**

#### **Transport for London:**

TfL does not object to the approval of this Reserved Matters Application for Phase 1A (South). Although bus stop locations have been identified and are indicative, TfL would need to agree the location of each stop and the precise location along the highways during the S278 Highway Agreement works.

#### **London Fire Brigade:**

No objection received

#### **Highways Agency:**

No objection received

#### **Brent:**

No objection received

### **London Borough of Barnet Internal Consultation responses:**

#### **Environmental Health:**

The EH officers have reviewed the Phase 1A (South) RMA and the Environmental Compliance note submitted. It is considered that the proposal does not have a significant impact. However, if the proposed highways are predicted to change the traffic flow as the southern development progresses, it would be necessary to carry out further noise and air quality modelling works.

### **Transport and Regeneration:**

Transport and Regeneration officers have reviewed the Phase 1A (South) RMA submission and there are no transport objections to the approval of this Reserved Matters Application. It is considered that the final detail design elements are discussed in conjunction with London Borough of Barnet during the Section 278 and Section 38 Highway Agreements.

## **6. PLANNING AND TRANSPORT ASSESSMENT**

### **6.1 Assessment against the Section 73 Planning Consent**

The Reserved Matters Application must comply with the approved 2014 Section 73 Planning Consent, or any subsequent variation to that permission. This consent is a 'hybrid' permission, in which permission has been granted in the outline for the majority of the proposed development.

As set out in the Revised Development Specification and Framework (RDSF) which is controlled under condition 1.16; detailed permission has been granted to the nine key Gateway Junctions which are controlled under Planning Condition 1.29. Reserved Matters Approval therefore does not need to be sought for the below infrastructure works:

#### **Gateway Junctions:**

1. M1/A406 and A5/A406 Junction Improvements
2. A41/A406 Junction Improvements
3. A5/A407 Cricklewood Lane Junction Improvements
4. A407 Cricklewood Lane/Claremont Road Junction Improvements
5. A406 Brent Cross Ingress/Egress Junction Improvements
6. A41/Whitefield Avenue Junction
7. A5/407 Cricklewood Lane Junction Improvements
8. A5/Diverted Geron Way (Waste Handling Facility) Junction
9. A5/Link Road over Midland Mainline Junction

The first five Gateway Junctions fall within the delivery of Phase 1a (North). The A5/Diverted Geron Way (Waste Handling Facility) Junction falls within the delivery of Phase 1A (South) and the remainder are associated with later phases of the development.

#### **Parameter Plans:**

Parameters and principles are provided in the approved Section 73 application documents, in particular within the Revised Development Specification and Framework and the Parameter Plans appended to it. They control the nature and timing of reserved matters applications to accord with the EIA and Transport Assessments, which assess the likely significant environmental and transport impacts of the development.

The relevant Parameter Plans approved in the RDSF in relation to Phase 1A (South) are listed below:

Parameter Plan 002: Transport Infrastructure

Identifies various infrastructure elements including, the location of existing adopted highway and junctions to be modified and improved, and new highway junctions connecting to this network. The plan identifies approximate location of Primary Routes (main roads), secondary routes (streets), vehicular access points into building zones, no- through minor streets and managed vehicular routes. Routes for public transport only, zones where buildings can be built over highway infrastructure, new highway and pedestrian bridges and new and improved underpass and at grade pedestrian crossings are also illustrated on this approved plan.

Parameter Plan 003: Public Realm and Urban Structure

The plan identifies a network of new and existing public space and routes between them for pedestrians and cyclists. Defining the principle circulation for pedestrians and cyclists, and the approximate location of secondary, tertiary routes and managed routes for pedestrians and cyclists.

Parameter Plan 006: Proposed Finished Site Levels:

The plan illustrates the finished site levels (in metres AOD) for infrastructure and public realm.

The revised Development Specification and Framework (the 'DSF (2013)') sets out the updated physical and other parameters and principles to guide and govern the subsequent design and approval of details in accordance with conditions attached to the 2014 permission. The DSF (2013) identifies aspects of the proposed scheme that fall within the parameters and principles approved under the 2014 permission, and those which are therefore subject to application to obtain Reserved Matters approval.

**Assessment against the relevant Parameter Plans:**

It is considered that the infrastructure proposals for Phase 1A (South) conform to the Parameter Plans and the requirements of DSF, and supporting approved documents. Claremont Park Road (Part 1) is proposed as a 'Secondary Route', as demonstrated on Parameter Plan 002 to act as distributor road within the regeneration site. Parameter Plan 003 requires the road to be a main connection, which forms part of the principle circulation corridors for pedestrians and cyclists. Although the location of this route is constrained by the extent and location of Claremont Park to the south (Ref: Neighbourhood Park 2, Parameter Plan 003), the road has been designed to meet the approved requirements.

The road is proposed to be a two way single carriageway road, measuring 4.8m wide with 1.5m advisory cycle lanes in both directions, 2.5m footway on

the southern side and a 4m footway along the northern side (both inclusive of landscaping). The proposed road is within the +/- 40m limit of deviation as required and is approximately located in the Market Quarter Zone. Claremont Park Road (Part 1) has been designed for local traffic. The Illustrative Reconciliation plan submitted demonstrates the road is located to facilitate southern residential plots 11 and 12.

Claremont Park Road in the wider regeneration will serve the new residential units to the North; however, as the function of this road is directly associated with providing access to the adjacent residential plots it is essential that this road is delivered in a timely manner. Therefore, the proposed triggers have been included in the RDSF as follows *“Not to occupy more than 100 residential units on the Plots immediately north of Claremont Park (comprising those on Plots 11, 12, 14 and 15) prior to practical completion of Claremont Park Road (Part 1) in accordance with the relevant Necessary Consents”*.

The proposed School Lane is designed to serve a more localised function. The route generally complies with the minimum and maximum parameter requirements and is proposed to be 6.4m wide to allow for future bus only provision with a 3m segregated cycle lane on the southern footway, separated from the carriageway by a 0.5m wide strip. Footways are proposed to be 3m on the southern side and 4m on the northern side (both inclusive of landscaping). The proposed road is identified as a 'Tertiary Route (Minor Street) in the Eastern Lands Zone on Parameter Plan 002 and 003; to provide a link from Market Square and Claremont Avenue and in the west provide a link to the existing Claremont Road.

The development has been assessed as being generally compliant with the Section 73 planning permission. A detailed assessment against the relevant parameter plans within the Revised Development Specification Framework is provided in **Appendix 7** of this report.

### **Pre RMA conditions:**

The RMA must also accord with the planning conditions attached to the Section 73 Consent. The Section 73 Consent contains specific conditions requiring submission of further details pre-commencement or compliance with the terms of the condition.

RMA conditions for Phase 1A (South) (Ref: 15/06532/CON) have been submitted and were approved on 12 January 2016. It is considered that the RMA application accords with the relevant Pre RMA Planning Conditions approved specifically for this Phase, and those studies developed prior to the submission of Phase 1A (North) but which subsequently also relate to site wide principles and Phase 1A (South).

### **6.3 Phase 1A (South) Reserved Matters Transport Report**

The Section 106 (S106) legal agreement that is attached to the 2014 S73 Consent along with conditions 37.5 and 37.6 require a Reserved Matters

Transport Report (RMTR) to be provided for each phase or sub-phase of the development. The report examines the detailed transport issues relating to the specific phase, and supporting the wider Brent Cross Cricklewood Regeneration.

The S106 agreement attached to the S73 Consent includes 29 schedules, several of which are directly transport related. Schedule 17 relates to the Matrix and Transport Reports schedule, Annex 5 of which includes the draft scope for Reserved Matter Transport Reports. The RMTR scope is also controlled through Condition 37.1 and a modified and expanded RMTR scope has been approved under this condition.

### **Transport Management Measures and Assessment:**

Phase 1A (South) does not comprise any plot development and the Transport Management Measures assessed for this particular Phase, have either been addressed within the Phase Transport Report for Phase 1 or the Reserved Matters Transport Report for Phase 1A (North). Both documents were either submitted prior, or alongside the infrastructure RMA application for Phase 1A (North) (Ref: 15/03312/RMA). Additionally, the Brent Cross Cricklewood S73 Consolidated Transport Assessment Main Report (document BXC05) sets out the baseline traffic information upon, which the development's impacts were assessed using the BXC Transport Model (BXCTM) which dates from around 2006.

As the Phase comprises two separate highway infrastructure elements and the provision of the new roads have been previously assessed, the following documents or requirements do not accompany the RMA application for Phase 1A (South):

- Framework Travel Plan or Individual Travel Plans;
- Transport Advisory Group or Transport Forum;
- Construction Logistic Plan

Due to the limited scope and extent of Phase 1A (South), detailed design discussions have focused on the Highway Authorities and Planning Officers, and officers consider this satisfactory. However, it is recommended that future Southern Phases of the development which include Plot development demonstrate Transport Management Measures in further detail, and there is on-going dialogue between the development partners and their transport advisors.

### **Proposed Highway Layout:**

#### **Claremont Park Road (Part 1)**

The proposed Claremont Park Road (Part 1) extends 160m west from the junction with Claremont Avenue, Claremont Road and Orchard Lane. The extent of these Highway works have been illustrated on drawing BXC-ARP-XX-DR-C-7001 (P05) submitted as part of this RMA application. In the end

state, the road is designed for local traffic travelling at relatively low speeds. Claremont Park Road will not be completed until future phase, therefore a temporary turning facility has been proposed ahead of completion. The proposed turning circle will provide sufficient space for larger vehicles (up to 12 meters rigid) to turn and exit the road in a forward gear.

Claremont Park Road (Part 1) provides an additional pedestrian and cycle access along the northern edge of Claremont Park, and will facilitate access to the future residential plots immediately to the north. Footways are proposed, 2.5m on the southern and 4m along the northern side and both are inclusive of landscaping. The road ties into the shared footway and cycleway links provided at the junction; to connect to the cycle provision proposed under Phase 1A (North). It is considered that pedestrian links and crossing arrangements must be discussed in detail when considering the completion of Claremont Park Road (Part 2), to ensure pedestrian safety.

Though indicative traffic calming measures have been illustrated on the drawings submitted for approval, details are to be agreed with the Highway Authority during the technical approval of the detailed design and construction of these roads, subject to the Section 278 and Section 38 Highway Agreements.

Within the wider remit of the Brent Cross Cricklewood regeneration, the western extent of Claremont Park Road (Part 2) may operate as a bus diversionary route. Though the road is not proposed to form part of the future bus network, the proposed highway layout has been considered to allow buses to be rerouted away from High Street South on an infrequent basis.

### School Lane

School Lane is designed to provide general vehicle access in the interim of Phase 1. Submitted Plan BXC-ARP-XX-DR-C-7002 (general arrangement) demonstrates the carriageway to be 6.4m width, with a 3m segregated cycle lane on the southern footway and separated by a 0.5m wide strip. Footways are proposed to be 3m on the southern side and 4m on the northern side, both inclusive of landscaping. Within the remit of the wider Brent Cross Regeneration, this road is designed as a bus only route. Though no bus priority measures have been considered at this stage of the development, it is considered that as the southern Phases' proceed bus priority measures and the end-state bus routing are assessed at a later stage of the southern development.

A swept path analysis (drawing reference: BXC\_SK\_003 (P01) has been submitted as part of the RMA application, to demonstrate vehicle movements entering School Lane in both directions from the proposed Junction. As this submission only comprises the detailed design of two separate highway infrastructure proposals, it is considered the impact can only be fully assessed once further phases of the southern development proceed and are developed. Highway Officers are satisfied with the details as submitted.

**Connection to those roads and Junctions approved under Phase 1a (North) and the wider development:**

The larger change to the existing highway network falls within the vicinity of Phase 1A (North). School Lane and Claremont Park Road (end state) will facilitate access to southern plot development, and connect to junctions which forms a connection with those roads delivered under Phase 1A (North).

The below roads and junctions demonstrates how Claremont Park Road (end state) and School Lane connect to wider highway network:

**Highway Junction: Claremont Avenue, Market Square (at the Junction with High Street South) and School Lane:**

This Highway Junction has been approved under Phase 1A (North) and as demonstrated on Drawing 2 in Appendix 4 School Lane is located west of this Junction.

Claremont Avenue is a proposed to be delivered under Phase 1a (North) and will provide a north-south connection between Tilling Road and the New Tempelhof Avenue to the north, and connect south with Claremont Road. Within Parameter Plan 002 – Transport Infrastructure (approved under the S73), Claremont Avenue is defined as a primary route and is recommended to be approved under (Ref: 15/03312/RMA) as a 30mph single carriageway road with segregated cycle lanes and footways on either side.

High Street South (east works) (recommended for approval under ref: 15/03312/RMA) provides a link between Claremont Avenue and the New Templehof Avenue forming a junction at its eastern extent. The road is classified as a “Public Transport Route” in the final stage and illustrated as a two way single carriageway road. High Street South will provide access to Market Square (delivered under Phase 1B south).

**Highway Junction: Claremont Avenue, Orchard Lane and Claremont Park Road:**

This Highway Junction has been approved under Phase 1A (North) and as demonstrated on Drawing 2 in Appendix 4 Claremont Park Road (Part 1) is located east of this Junction.

Orchard Lane will be a new road approved under Phase 1A (North), replacing the current section of Claremont Road between the Junction with Claremont Avenue and Prayle Grove. Within Parameter Plan 002 it is classified as a managed vehicular route, and is proposed to be single carriageway road. Orchard Lane will form the eastern arm of this junction enabling a link with Prayle Grove and the associated residential areas served from Prayle Grove.

**Temporary connection to Claremont Road via School Lane:**

Claremont Road is an existing two-way single carriageway street with 30mph



speed limit and footways either side. The road will become a key north-south distributor and connect Clitterhouse Playing Fields, and the existing residential areas to the southern region of the development. The northern section of Claremont Road which becomes Claremont Road Junction North and connects Tilling Road will remain in Phase 1a (North). The eastern end of School Lane will provide a temporary connect to Claremont Road until future Southern Phases are delivered.

The Reserved Matters Application recommended for approval under Phase 1A (North) (Ref: 15/03312/RMA), incorporated detailed landscape requirements for Claremont Park which will bind Claremont Park Road to the South and Claremont Road Junction North at the end state of the development.

### **Pedestrian and Cycle provision:**

Pre RMA Planning Condition 2.8 required the submission of a Pedestrian and Cycle strategy. The pedestrian and Cycle strategy developed for Phase 1A (South) provides additional connectivity for routes via Claremont Park and the Living Bridge both approved to be delivered under Phase 1a (North). Though the proposed links do not provide substantial additional connectivity for the southern phases of the development at this stage, the routes will provide a function to facilitated plot developments at a later phase.

As no plot development is bought forward under the delivery of Phase 1A (South), the construction and delivery of this network is recommended to be addressed at a later southern phase, under the associated construction management plans and detailed delivery programme under condition 5.1 of the Section 73 planning consent.

### **Public Transport Provision**

Existing Public Transport provisions with the remit of Phase 1A (South) have been previously presented within the Phase Transport Report Phase 1 and Reserved Matters Transport Report for Phase 1A (North). The submitted documents demonstrated transport improvements, which consisted of improving bus stop facilities, including improving existing bus stops with the vicinity of the development area.

Although bus stop locations have been identified and are indicative, their precise locations along the highways will be agreed with TfL and London Borough of Barnet during the S278 Highway Agreement process.

No coach services currently serve Brent Cross South. Phase 1A (South) does not provide any further connectivity to London Underground Stations located within the vicinity of the wider Brent Cross Cricklewood regeneration Site.

### **Car Parking**

The provision of permanent On- Street parking is currently not proposed

within Phase 1A (South).

### **Signage**

In addition to highway direction, regulatory and warning signs, signing throughout the development will be provided in accordance with the guidelines set out in Legible London, and contained in the Wayfinding and Inclusive Access Strategy (Ref: 031758).

Officers are satisfied that the proposals comprehensively cover all the necessary current transport aspects of the development that are relevant to Phase 1A (South).

### **6.4 Estate Management Framework for Phase 1A (South)**

Condition 7.1 of the Section 73 Consent requires an Estate Management Framework to be submitted for each phase of the development. As the development proceeds there will be numerous property owners, occupiers and a number of key stakeholders: one of which includes London Borough of Barnet. All parties will have some role in management and maintaining elements within the regeneration. However, the long term ownership of the development remains with the relevant development partners. The northern elements of the regeneration will be largely owned and managed by the Brent Cross Development Partners whilst the southern elements will be managed by Estate Management Companies established by the Joint Venture Company between Argent Related and London Borough of Barnet.

The stretches of road in Phase 1A (South) are identified to be adopted as public highway, however this will be subject to detailed S38 and S278 highways agreements. Any Highway agreements are likely to include a commuted sum for maintenance purposes (including trees). In this context the applicant has not submitted an Estate Management Framework for this particular sub phase.

In this instance given the limited amount of isolated highway infrastructure proposed, an EMP is not considered appropriate. It is recommended that an Estate Management Framework is prepared in consultation and submitted to the LBB for Phase 1B (South) that incorporates the elements of road provided in Phase 1A (South). The EMP should be in accordance with principles established within Schedule 21 of the Section 106 and principles contained in Section 2.90 of the BXC01 Development Specification Framework (DSF).

### **Construction Transport Management Plan**

Condition 12.1 attached to the 2014 Permission requires a site-wide Construction Transport Management Plan to be submitted and approved by the Council prior to development commencing. This plan sets out detailed traffic management procedures and processes to mitigate any impacts, which arise from the construction traffic travelling to and from and within the Site.

This condition also requires the Construction Transport Management Plan to be revised at least every 3 years; to reflect any changes in relevant best practice guidance, or other relevant policy guidance. Additionally address any issues of concerns or causes which might arise. As this RMA application seeks approval for two separate Highway infrastructure works, no Construction Transport Management procedures have been considered and Officers recommend that the construction of the proposed Highway Works are addressed alongside future Southern Phases of the development.

#### Construction Workers Travel Plan

The Section 73 Planning consent requires managing parking demand for construction works by developing a Construction Workers Travel Plan (CWTP) and promoting sustainable transport options. The introduction of a controlled parking zone to protect local residents is controlled through the Section 106 for Roads in Barnet. An initial outline of the Construction Workers Travel Plan Framework is contained in Paragraph 20 of Schedule 3 to the S106 agreement. Planning Condition 12.2 of the Section 73 planning approval requires that a Construction Workers Travel Plan should be submitted to the Council for approval prior to the commencement of the Phase 1A (South) works.

#### **6.5 Summary**

The application is a Reserved Matters Application following the grant of planning permission in outline under the Section 73 Consent in July 2014. The proposals are complete and the application is accordance with the outline planning permission and current Development Plan policy.

Despite Southern Phases of the regeneration development are yet to come forward, Officers are satisfied that the application can be determined as submitted and that further conditions attached to the Section 73 planning consent will ensure that the final detail of those elements mentioned will be subject to the further consideration and written approval of the planning authority.

### **7. ENVIRONMENTAL IMPACT ASSESSMENT**

The EIA procedure in the UK is directed by the Town & Country Planning (Environmental Impact Assessment) Regulations 2011 (the 'Regulations'), EU Directive 85/337/EEC (as amended), as well as the National Planning Practice Guidance (2014).

Regulation 8 of the Regulations requires local planning authorities to consider whether or not the environmental information already before them (i.e. the ES submitted with the 2013 s73 application F/04687/13 and any additional environmental information) is adequate to assess the environmental effects of the development:

The 2014 permission is tied to those key parameters and principles in order to ensure that that proposed development is carried out, used and occupied in accordance with the assumptions which underpin the EIA Process. The most recent EIA report for the Brent Cross Cricklewood Regeneration is the Revised Environmental Statement Further Information Report (“Revised ES FIR”) submitted in June 2015 to accompany the Phase 1A (North) reserved matters applications. This report supplemented the Section 73 ES as submitted in support of the 2014 Permission.

The current RMA has been considered under the requirements of the EIA Regulations and it has been agreed that the assessment of the proposals under the Regs can be dealt with by way of an Environmental Statement Further Information Report, which was submitted alongside the RMA application for Phase 1a (North).

As part of the Reserved Matters Application for Phase 1A (South), Waterman Infrastructure and Environmental Ltd have provided an Environmental Compliance note, concluding that the detailed designs for Claremont Park Road (Part 1) and School Lane are not predicted to give rise to any new or different likely significant environmental impacts from those previously identified; therefore no additional environmental assessment has been carried out and ES and Revised FIR are considered in respect of RMA and Officers are satisfied.

## **8. EQUALITY AND DIVERSITY ISSUES**

Section 149 of the Equality Act 2010, which came into force on 5th April 2011, imposes important duties on public authorities in the exercise of their functions, including a duty to have regard to the need to:

- “(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;*
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;*
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.”*

For the purposes of this obligation the term “protected characteristic” includes:

- age;
- disability;
- gender reassignment;
- pregnancy and maternity;
- race;
- religion or belief;
- sex; and
- sexual orientation.

In considering this RMA application, Officers have had regard to the requirements of this section and have concluded that a decision to grant

planning permission for this proposed development, will comply with the Council's statutory duty under this important legislation.

The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all. It is considered that both public highway roads have been designed to accommodate disabled users; providing sufficient width footways. It is recommended that the detailed design of the highways when considering the Section 278 and Section 38 Highway agreements should continue to take account of inclusive design.

## **9. CONCLUSION**

This application seeks Reserved Matters approval for the provision of two new public highway infrastructure works: Claremont Park Road (Part 1) which extends west from the junction of Claremont Avenue, Claremont Road and Orchard Road; and School Lane which provides a link from Claremont Avenue at the Junction with High Street South (Market Square). These stretches of roads will facilitate access to future southern plot developments, and provide a connection to the highway network delivered under Phase 1A (North).

Officers have worked closely with the Developers and their advisors, to ensure that the impact of the development on the network remains appropriate. Given the limited amount of isolated highway infrastructure proposed, the detailed design of the highways will continue through the separate technical approval process under section 278 and 38 agreements with the relevant highway authorities. At this stage the feasibility design and junction analysis work completed to date is considered acceptable in planning terms to allow the RMA to be approved.

The application is in accordance with Development Plan policies and accords with the conditions and parameters approved in the Section 73 planning permission for the wider Brent Cross Cricklewood regeneration scheme.

Officers consider the proposals acceptable and recommend that the application is approved.

## **LIST OF APPENDICES**

- APPENDIX 1 - CONDITIONS
- APPENDIX 2 - RELEVANT PLANNING HISTORY
- APPENDIX 3 - PRE RESERVED MATTERS CONDITIONS
- APPENDIX 4 - SUPPORTING DRAWINGS
- APPENDIX 5 - OBJECTIONS AND OFFICER RESPONSES
- APPENDIX 6 - POLICY COMPLIANCE
- APPENDIX 7 - CONFORMITY WITH REVISED DEVELOPMENT SPECIFICATION AND FRAMEWORK

## APPENDIX 1 - CONDITIONS

<b>1</b>	<b>Approved plans</b>		
	The development hereby permitted shall be carried out in accordance with the following approved plans unless minor variations are agreed in writing after the date of this reserved matters consent with the Local Planning Authority:		
	Brent Cross Phase 1A South Claremont Park Road (Part 1) General Arrangement	BXC-ARP-00-XX-DR-C-7001	P05
	Brent Cross Phase 1A South School Lane General Arrangement	BXC-ARP-00-XX-DR-C-7002	P04
	Claremont Park Road (Part 1) Landscape General Arrangement Plan	(97)LP002	-
	School Lane Landscape General Arrangement Plan	(97)LP003	-
	Claremont Part Road (Part 1) Tree Removal Plan	(97)LP004	-
	School Lane Tree Removal Plan	(97)LP005	-
	Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in accordance with policies CS1, CS4, CS5, of the Barnet Local Plan and policy 1.1 of the London Plan.		

### Informative(s):

<b>1</b>	The following drawings are supporting documents and should be referred to for information only:		
	<i>Brent Cross Phase 1A South Claremont Park Road (Part 1) Vehicle Tracking</i>	<i>BXC-ARP-00-XX-DR-C-7003</i>	<i>P02</i>
	<i>Brent Cross Phase 1A South School Lane Vehicle Tracking</i>	<i>BXC-ARP-00-XX-DR-C-7004</i>	<i>P02</i>
	<i>Brent Cross Phase 1A South Claremont Park Road (Part 1) Visibility Splays</i>	<i>BXC-ARP-00-XX-DR-C-7005</i>	<i>P02</i>
	<i>Brent Cross Phase 1A South School Lane Visibility Splays</i>	<i>BXC-ARP-00-XX-DR-C-7006</i>	<i>P04</i>

	<i>Brent Cross Phase 1A South Claremont Park Road (Part 1) Plan Location of Highway Cross Sections</i>	<i>BXC-ARP-00-XX-DR-C-7007</i>	<i>P02</i>
	<i>Brent Cross Phase 1A South School Lane Plan Location of Highway Cross Sections</i>	<i>BXC-ARP-00-XX-DR-C-7008</i>	<i>P02</i>
	<i>Brent Cross Phase 1A South Highway Cross Sections</i>	<i>BXC-ARP-00-XX-DR-C-7009</i>	<i>P02</i>
	<i>Brent Cross Phase 1A South School Lane Swept Path Analysis</i>	<i>BXC_SK_003</i>	<i>P01</i>
<b>2</b>	<p>The applicant is advised that the costs of any works including reinstatement works to existing public highway associated with the approved development, or new roads proposed for adoption as public highway, will be borne by the applicants and may require entering into a Section 278 Agreement or Section 38 Agreement under the Highways Act 1980. Detailed design and construction of the associated highways works will have to be approved by the Traffic &amp; Development Team prior to entering into the necessary Highway Agreements. For further information contact Traffic and Development Section, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.</p>		
<b>3</b>	<p>In accordance with Reg 3 (4) and Reg 8 (2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, it is considered that:</p> <ul style="list-style-type: none"> <li>i. this submission of reserved matters reveals , with regard to the subject matter of the application, that there are no additional or different likely significant environmental effects than is considered in the environmental information already before the Council (the Environmental Statement (ES) (BXC02) submitted with the Section 73 application (F/04687/13) and any further and/or other information previously submitted; and</li> <li>ii. the environmental information already before the Council (the ES submitted with the Section 73 application, and any further and/or other information previously submitted) remains adequate to assess the environmental effects of the development.</li> </ul>		



## APPENDIX 2 – RELEVANT PLANNING HISTORY

*Table 1.0 - Phase 1A (North) Reserved Matters Approved or Resolution Grant*

No.	Summary Description	Planning Reference	Status
1.	The residential development of Plots 53 and 54.	15/00720/RMA	Approved at Committee on 18 <sup>th</sup> May, 2015.
2.	The Open Space Improvements of Clitterhouse Playing Fields (Part 1) and Claremont Park	15/00769/RMA	Approved at Committee on 25 <sup>th</sup> June, 2015.
3.	Open Space proposals for Central Brent Riverside Park	15/03315/RMA	Resolution to grant at Planning Committee 10 <sup>th</sup> September 2015
4.	Infrastructure Proposals including Roads and Junctions, Templehof and Living Bridges and diversion of the River Brent corridor.	15/03312/RMA	Resolution to grant at Planning Committee 10 <sup>th</sup> September 2015

*Table 2.0 - Phase 1A (North) Current Reserved Matters Applications*

No.	Summary Description	Planning Reference	Status
1.	Amendment to the design of Bridge Structure B1 (Replacement A406 Templehof Bridge)	15/06571/RMA	Under Consideration
2.	Tilling Road/ Brent Terrace North Junction	15/06572/RMA	Under Consideration
3.	River Brent Bridge 1, Western and central part of re-aligned River Brent	15/06573/RMA	Under Consideration
4.	Landscaping to Central Brent Riverside Park within the vicinity of River Brent Bridge 1	15/06574/RMA	Under Consideration

### APPENDIX 3 - PRE RESERVED MATTERS CONDITIONS

Table 1 – RMA conditions submitted and approved Under Phase 1A (North) but relevant to Phase 1A (South) RMA application

Pre RMA Planning Reference	Description	Registration Date Status	
14/07508/CON	Construction Consolidation Centre Feasibility Study for Phase 1 to address condition 1.9 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	02.02.2015	Discharged: 04.02.2015  Confirms that a consolidation centre in the Southern development area is not feasible.
14/07889/CON	Details of set up of Consultative Access Forum to address condition 1.18 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	09.12.2014	Discharged: 26.03.2015  Establishment of Consultative Access Forum – Site Wide
14/07890/CON	Details of set up of Energy Panel to address condition 1.19 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	09.12.2014	Discharged: 26.03.2015  Establishment of Energy Panel – Site Wide
14/08105/CON	Area Wide Walking and Cycling Study to address condition 1.20 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area.	19.12.2014	Discharged: 08.10.2015  Site Wide Strategy
14/08112/CON	Framework Servicing and Delivery Strategy to address condition 1.21 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area.	17.12.2014	Discharged: 09.09.2015  Site Wide Strategy

14/07891/CON	Public Consultation Strategy to address condition 1.23 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	09.12.2014	Discharged: 31.03.2015  Site Wide Strategy
14/07955/CON	BXC Mobility Feasibility Study to address condition 1.25 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	11.12.2014	Discharged: 31.03.2015  Site Wide Strategy
14/07957/CON	Inclusive Access Strategy to address condition 1.26 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	11.12.2014	Discharged: 15.05.2015  Site Wide Strategy
14/07402/CON	A5 Corridor Study submission to address condition 2.7 of S73 planning application ref: F/04687/13 dated 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Area.	11.11.2014	Resolution to grant – further information received and currently under consideration

*Table 2 - Pre - RMA conditions submitted prior to the submission of Phase 1A (South) RMA application*

<b>Pre RMA Planning Reference</b>	<b>Description</b>	<b>Registration Date Status</b>	
15/06532/CON	<p>Submission of details for Illustrative Reconciliation Plan (Condition 1.17);</p> <p>Servicing and delivery strategy (Condition 1.22);</p> <p>Pedestrian and Cycle Strategy (Condition 2.8);</p> <p>Estate Management Framework (Condition 7.1);</p> <p>Employment and Skills Action Plan and Skills and Development Method Statement (Condition 10.1);</p> <p>Phase Parking Standards and Strategy (Condition 11.2);</p> <p>Existing Landscape Features (Condition 27.1);</p> <p>Arboricultural Method Statement (Condition 27.2);</p> <p>Telecommunications Statement (Condition 33.3)</p> <p>For Phase 1A (South) to address conditions: 1.17, 1.22, 2.8, 7.1, 10.1, 11.2, 27.1, 27.2 and 33.3 of S73 Planning Permission Ref: F/04687/13 approved 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area.</p>	26.10.2015	Discharged:  12.01.2016

## APPENDIX 4 – SUPPORTING DRAWINGS

Drawing 1 - Location of Phase 1A (South) within the Brent Cross Cricklewood Regeneration Area

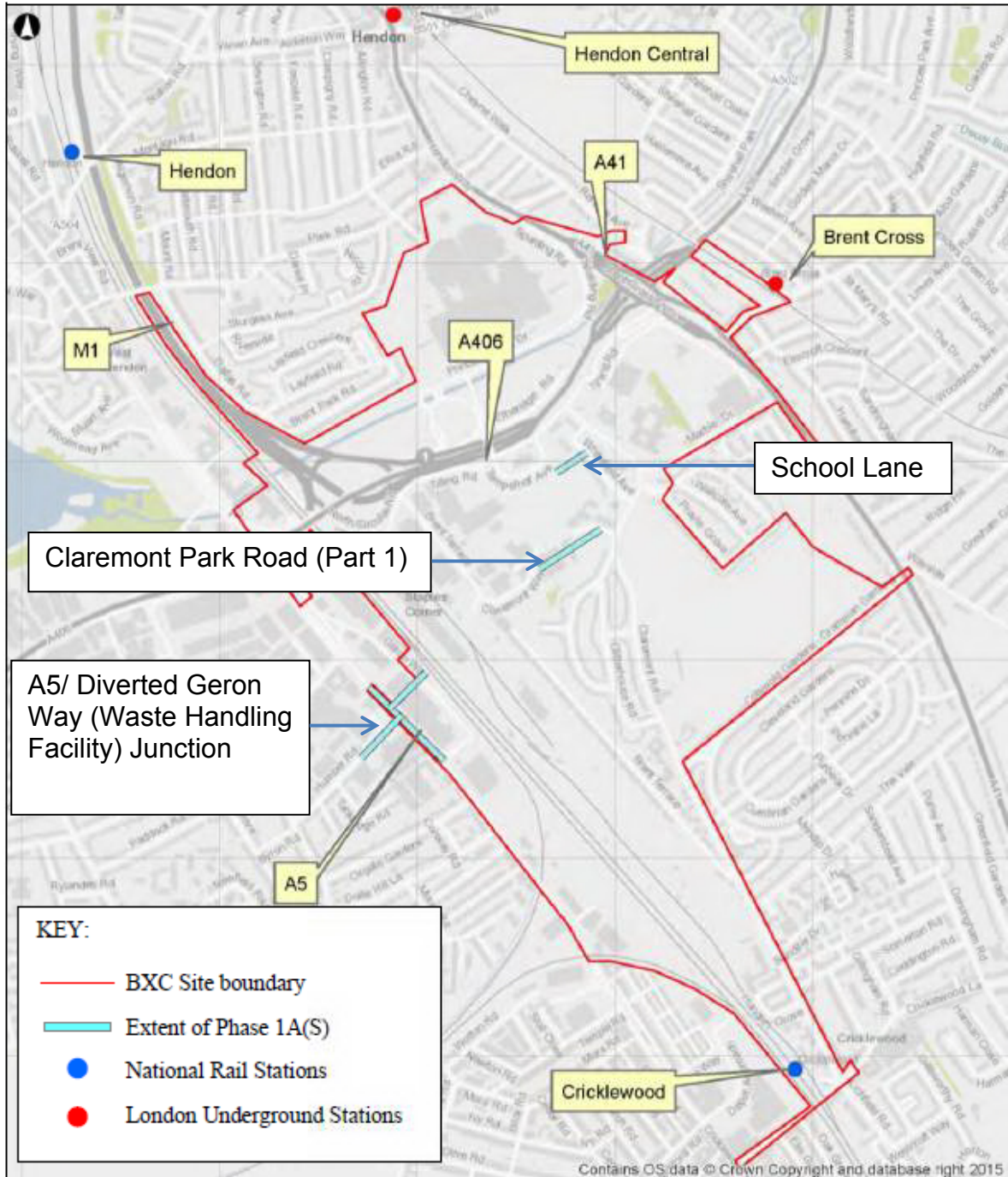
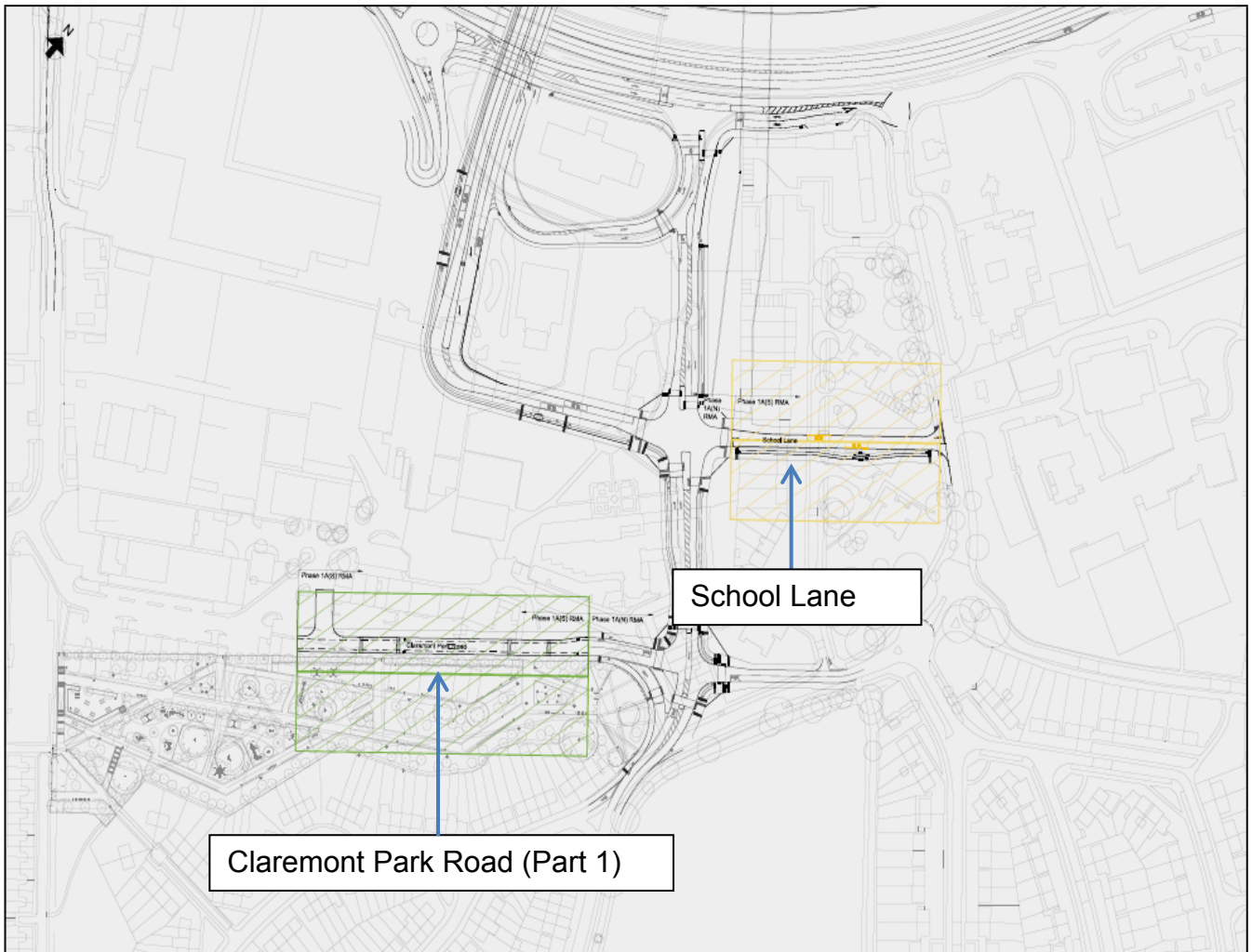


Figure 1 Site Location Plan

Drawing 2 - Phase 1A (South) roads in context with infrastructure and open spaces approved under Phase 1A (North) RMA



## APPENDIX 5 - OBJECTIONS AND OFFICER RESPONSES

### Residential Consultation Responses for Consultation Period Ending 24/11/2015

Consultation Response	Officer Comments
<b><u>Resident 1 Response:</u></b>	
<p>Objection to the planning and rejuvenation of the Whitefield Estate based on the Compulsory Purchase Order (CPO).</p>	<p>Officers consider objections raised regarding the CPO procedure are not relevant to this Reserved Matters Application. Comments in relation to the CPO should be submitted separately in as part of the CPO procedures and will be considered as part of the Public Inquiry process.</p>
<b><u>Resident 2 and 3 Response:</u></b>	
<p>Objection to the Compulsory Purchase Order, tenancy agreement and replacement accommodation.</p> <p>Developers cannot confirm the size of the proposed accommodation developed for those Whitefield Estate residents who are being displaced.</p> <p>The regeneration proposal is going affect the current amount of green space which is enjoyed by existing residents, and should not be destroyed to be built on.</p>	<p>Please see above</p> <p>Accommodation requirements for existing tenants who are to be rehoused as part of the development will be dealt with through consultation with the Development Partner and their appointed Registered Provider (Housing Association) to ensure that residents needs are met.</p> <p>The principle of the development has been approved under outline planning application F/04687/13 dated 23 July 2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area. This includes assessment and justification for the loss of existing open space and provision of new parks and open spaces. The principle of development on the Brent Terrace Triangles sites is also supported in the adopted Development Framework. Reserved Matters for the residential development (Plots 53 and 54) has been approved under application 15/00720/RMA in June 2015 and it is intended that the accommodation provided through this application will provide accommodation for the Whitefield Estate Replacement Units (Part 1).</p>

<p>The regeneration will affect the traffic and public transport facilities in the area and cause inconvenience for those who are unable to incapable of walking long distances or are disabled.</p>	<p>The principle of the development has been approved under outline planning application F/04687/13 dated 23 July 2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area. This included full assessment and justification in relation to traffic and public transport improvements as well as inclusive access requirements. Officers consider this objection is not relevant to this RMA application.</p> <p>All traffic flow changes have been carefully considered as part of the development under the outline approved Section 73 Application. The majority of the infrastructure to serve the development has been recommended for approval under the Phase 1A (North) RMA application (Ref: 15/03312/RMA). The development will be provided in accordance with the guidelines set out in Legible London, and contained in the Way finding and Inclusive Access Strategy (Ref: 031758).</p>
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**Statutory Consultees and other interest groups Responses for Consultation Period ending 24/11/2015**

<p><b><u>Historic England Response:</u></b></p> <p>The proposed RMA application is not in an area of archaeological interest and is unlikely to have a significant effect on heritage assets.</p>	<p>Noted</p>
<p><b><u>Thames Water Response:</u></b></p> <p>No objections raised and does not affect Thames Water</p>	<p>Noted</p>
<p><b><u>London Borough of Harrow Response:</u></b></p> <p>No objection raised</p>	<p>Noted</p>



## APPENDIX 6 - POLICY COMPLIANCE

### Analysis of Scheme Compliance with Regional and Local Planning Policy

**Table 2.1: Analysis of the proposals compliance with London Plan (March 2015) Policies**

<b>Policy</b>	<b>Content Summary</b>	<b>Extent of compliance and comment</b>
Policy 1.1 (Delivering the strategic vision and objectives for London)	Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners are able to enjoy a good and improving quality of life. Improving environments which are easy, safe and convenient for everyone to access.	Compliant: As a London Plan Opportunity Area, the approved BXC scheme seeks to make the most of brownfield land to meet wider growth requirements in terms of housing, retail and commercial activities in a location accessible by a range of transport modes. The provision of the proposed infrastructure will assist in achieving the wider sustainable aims of the London Plan and provide easy, safe and convenient access for all.
Policy 2.6 (Outer London: vision and strategy)	Work to realise the full potential of outer London and enhance the quality of life for present and future residents. Understand the significant difference in the nature and quality of neighbourhoods; improvement initiatives should address these sensitively and draw upon strategic support where necessary.	Compliant: The proposed development represents one of the most important opportunity areas in outer London. The BXC Opportunity Area represents a significantly underutilised area of accessible brownfield land in need of regeneration.  More specifically, in relation to the current application, as the southern development proceeds the infrastructure will be an asset for the public and existing neighbourhoods.
Policy 2.8 (Outer London: Transport)	Enhance accessibility by improving links to and between town centres and other key locations by different modes and promoting and realising the key improvements. Work to improve public transport access, provide improved traffic management, road improvements and address and manage local congestion	Compliant: The majority of the infrastructure improvements associated with the regeneration will be delivered during Phase 1. The roads delivered under Phase 1A South will facilitate southern plot and residential developments and provide a connection into the approved Phase 1A (North) road network.
Policy 2.13 (Opportunity Areas and Intensification Areas)	Support the strategic policy directions for the opportunity areas, and where relevant, in adopted opportunity area planning frameworks  Support wider regeneration, including in particular improvements to environmental quality, and integrate development proposals to the surrounding areas especially for regeneration.	Compliant: With regards to this current Reserved Matters Application, the proposed roads in the end state will support the wider regeneration scheme.

Policy	Content Summary	Extent of compliance and comment
Policy 2.14 (Areas for regeneration)	Boroughs should identify spatial areas for regeneration and spatial policies to bring together regeneration.	Compliant: The BXC site is identified as a London Plan Opportunity Area (See Policy 1.1 above) in need of comprehensive regeneration and capable of accommodating significant housing, jobs and community infrastructure.  This particular RMA provides will facilitate the start of the Southern development.
Policy 2.15 (Town Centres)	Development proposal should promote access by public transport walking and cycling. Promote safety and security and contribute towards an enhanced public realm and links to green infrastructure.	Compliant: The development proposal in future phases will provide a connection between the Northern and Southern elements of the regeneration and provide a connection to new High Street South and Market Square.
Policy 3.1 (Ensuring equal life chances for all)	Development proposals should protect and enhance facilities and services that meet the needs of particular groups and communities. Proposals involving loss of these facilities without adequate justification or provision for replacement should be resisted.	Compliant: It is considered that the impact of the development on existing social infrastructure provision has been appropriately considered and that the proposed provision will be adequate to meet forecasted need in accordance with this policy.
Policy 6.1 (Strategic approach);	The Mayor will work with all relevant partners to encourage a high quality public realm where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated.	Compliant: The proposed development will see the provision of a network of connecting, which connects the southern development via the market square to Clitterhouse Playing Fields and Claremont Park and access to the Brent Cross shopping Centre.
Policy 6.2 (Providing public transport capacity and safeguarding land for transport)	Development proposal should improve integration, quality, accessibility, frequency and environmental performance of the public transport system.	Part Compliant: Within the wider development Scheme, the proposed road – School Lane will form part of the Bus only route and facilitate to improve future bus services.
Policy 6.3 (Assessing effect of development of transport capacity)	Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level are fully assessed. Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications.	Part Compliant: The RMA has is supported by documents: Phase Transport Report (PTR) for Phase 1 (Condition 37.2) and includes a Reserved Matters Transport Report for Phase 1A (South). Both of these have been carried out in accordance with the Section 73 Planning Permission and accompanying 2014 Section 106 Agreement. Subsequently, the due to the limited scope of this RMA and the introduction of two additional pieces of roads, the RMA has previously been assessed within the RMTP Report submitted for Phase 1A (South).

Policy	Content Summary	Extent of compliance and comment
Policy 6.7 (Better streets and surface transport)	Development proposals should promote bus networks; allocating road space and providing high level priority on existing and proposed routes. Ensuring good access to and within areas served by networks, now and in future; and ensuring direct, secure, accessible and pleasant walking routes to stops.	Part Compliant: Within the wider regeneration both proposed roads will provide access to and within areas to serve a network and provide a connection between the regeneration and future phases. Though a Phase 1A (South) Pedestrian and Cycle Strategy under condition 2.8 has been approved; details aspects of the proposed walking route to bus stops will be developed future, as southern phases come forward.
Policy 6.9 (Cycling)	Proposals should identify and implement a network of cycle routes. Contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions).	Compliant: The approved Area Wide Walking and Cycling Study (AWWCS - Condition 1.20) and the Phase 1A (North) Pedestrian and Cycle Strategy (Condition 2.8) ensured that a coherent network of cycle routes is provided on a phase by phase basis as part of the overall scheme, including as part of AWWCS appropriate links between the site and adjacent communities..  The cycle routes were designed as part of the outline approved scheme as so pre-date the latest TfL Design standards; however, cycle routes will be implemented in accordance with the latest standards where practicable. The proposal for School Lane and Claremont Park Road (Part 1) includes dedicated cycle routes to provide a connection for cyclists into the wider regeneration development.
Policy 6.10 (Walking)	Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance. Promote the 'Legible London' programme to improve pedestrian way finding. Encourage the use of shared space principles, such as simplified streetscape, de-cluttering and access for all.	Compliant: The Pedestrian and Cycle Strategy (Condition 2.8) required to be submitted prior to the RMA application. It is considered that this strategy has been submitted for Phase 1A (South) and demonstrates site wide principles. In the future Phase 1A (South) will provide an additional route via Claremont Park and the Living Bridge. Though, the proposed links do not provide substantial connectivity at this stage, as future southern phases comes forward the strategy will be developed further and facilitate pedestrian routes around future plot developments.  Signing throughout the development will be provided in accordance with the guidelines set out in Legible London, and contained in the Wayfinding and Inclusive Access Strategy. A high quality public realm is proposed throughout.

Policy	Content Summary	Extent of compliance and comment
Policy 6.12 (Road network capacity)	Proposals should improve the road network taking into account: where it contributes to sustainable development, regeneration and improved connectivity, the extent of any additional traffic and any effects it may have on the locality, congestion impacts, the net benefit to the environment, how conditions for pedestrians, cyclists, public transport and freight users and local residents, as well as road safety, can be improved.	Compliant: The Phase 1 impacts have been examined in the Phase Transport Report (PTR), and the reports provided a multi-modal assessment of Phase 1. The proposal for Phase 1A (South) in the wider regeneration will improve the road network and improve connectivity between the southern, northern proposals as well as improve facilities for existing.

**Table 2.2: Analysis of the proposals compliance with Barnet's Local Plan Policies (September 2012)**

Policy	Content Summary	Extent of Compliance and Comment
<b>Core Strategy</b>		
CS NPPF (National Planning Framework – presumption in favour of sustainable development)	Take a positive approach to proposals which reflect the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise.	Compliant: the proposal is considered to constitute sustainable development in accordance with the NPPF and which complies with Local Plan taken as a whole. It is therefore recommended for approval.
CS1 (Barnet's place shaping strategy – the three strands approach)	As part of its 'Three Strands Approach' the council will: <ul style="list-style-type: none"> <li>- Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts.</li> <li>- Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the</li> </ul>	Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives.  As an Opportunity Area in the Mayor's London Plan, the BXC scheme has been developed with the consideration that the site has significant capacity for new housing, commercial and other development linked to existing or potential improvements to public transport accessibility.  The proposed development relates to matters reserved following the grant of planning permission in 2014.

Policy	Content Summary	Extent of Compliance and Comment
	<p>distinctiveness of Barnet as a place to live, work and visit.</p> <ul style="list-style-type: none"> <li>- Ensure that development funds infrastructure through Section 106 Agreements and other funding mechanisms.</li> <li>- Protect and enhance Barnet's high quality suburbs.</li> </ul>	<p>The majority of the infrastructure improvements associated with the scheme will be delivered during Phase 1. The roads developed under the delivery of Phase 1A (South) are designed to facilitate southern plot and residential development.</p>
<p>CS2 – Brent Cross - Cricklewood</p>	<p>The Council will seek comprehensive redevelopment of Brent Cross – Cricklewood in accordance with the London Plan, the saved UDP policies (Chapter 12) and the adopted Development Framework. The Policy makes provision for the following:</p> <ul style="list-style-type: none"> <li>• It is considered likely that comprehensive regeneration will be achieved in accordance with the planning permission. If this is not achieved, the Council will consider whether in the circumstances the Local Plan needs to be reviewed.</li> <li>• Specific monitoring indicators for Brent Cross – Cricklewood are set out in Appendix B of the Core Strategy On the basis of these indicators it is expected that comprehensive re-development will commence in relation to Phase 1 at some time between 2015 and 2017.</li> <li>• If these milestones are not achieved (or are not likely to be capable of being delivered) we will consider the possible need for a review of the Core Strategy Policy on Brent Cross – Cricklewood</li> <li>• The key milestone for the regeneration of Brent Cross – Cricklewood is likely to be the Phase 1 Compulsory Purchase Order (CPO). If by the end of 2014 any CPO that is required to deliver Phase 1 and commence the development has not been made and submitted for confirmation we will instigate a review of the policy framework for Brent Cross – Cricklewood.</li> </ul>	<p>Compliant: The 2014 consent of the S73 application continues to ensure the comprehensive redevelopment of Brent Cross Cricklewood in accordance with this policy and the Saved UDP policies.</p> <p>The infrastructure will be enhanced for visitors to the Brent Cross Shopping Centre and the Southern development. It will be an asset for the public and existing neighbourhoods. The new infrastructure will support the wider Brent Cross regeneration.</p>

Policy	Content Summary	Extent of Compliance and Comment
CS9 (Providing safe, efficient and effective travel)	<p>Promote the delivery of appropriate transport infrastructure in order to support growth.</p> <p>Ensure new development funds infrastructure to keep existing traffic moving and cope with new demands.</p> <p>Key elements include:</p> <ul style="list-style-type: none"> <li>• Ensuring More Efficient use of the local road network</li> <li>• Taking a comprehensive approach to tackling the school run</li> <li>• Delivery of high quality transport systems in regeneration areas and town centres</li> </ul> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>Deliver with partners high quality public transport improvements along the A5, bus service enhancements as part of regeneration schemes, including a high quality bus station at BXC and a Rapid Transit bus service.</p>	<p>Part Compliant: The RMA in the wider regeneration will support the transport networks developed under Phase 1A (North), which included a detailed Reserved Matters Transport Report (RMTR) demonstrating School Lane and Claremont Park Road. The RMA submission, demonstrated that the two roads will provide adequate and safe highway proposals to support the comprehensive development.</p> <p>The Rapid Transit Bus Service and improvements to Cricklewood station remain, although they are currently unfunded. Other proposals in CS9 related BXC are planned to be delivered as part of future phases or are being addressed through specific Conditions.</p>
CS15 (Delivering the Core Strategy)	<p>The council will work with partners to deliver the vision, objectives and policies of the Core Strategy, including working with developers and using planning obligations (and other funding mechanism where appropriate) to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development.</p>	<p>Compliant: the Section 73 permission was subject to a S106 Agreement. The current RMA sits under the Section 73 permission and the requirements of the s106 are still applicable. Where required, the s106 will be varied in order to secure deliver of specific elements within the current application.</p>
<b>Adopted UDP (May 2006) Saved Policies (May 2009) as referred to in Core Strategy Policy CS2 – Chapter 12 of the UDP: Cricklewood, Brent Cross and West Hendon Regeneration Area</b>		
GCrick Cricklewood, Brent Cross and West Hendon Regene	<ul style="list-style-type: none"> <li>- The Council seeks integrated regeneration in the Cricklewood, Brent Cross and West Hendon Regeneration Area.</li> <li>- All development to the highest environmental and design standards</li> <li>- Aim to develop a new town centre</li> </ul>	<p>Compliant: the development is consistent with this strategic aim, falling as it does within the terms of the Section 73 permission.</p>

Policy	Content Summary	Extent of Compliance and Comment
ration Area	over the plan period.	
C1 Comprehensive Development	<ul style="list-style-type: none"> <li>- The Council seeks the comprehensive development of the regeneration area in accordance with the area framework and delivery strategy.</li> <li>- Development proposals will need to meet policies of the UDP and their more detailed elaboration in the development framework.</li> </ul>	Compliant: The scheme accords with this policy. The Phase 1A (S) proposals accords with the scope of the Section 73 permission.
C7 Transport Improvements	<p>Transport improvements - the following should be provided through planning conditions and/or Section 106 agreements:</p> <ul style="list-style-type: none"> <li>i. Connections and improvements to the strategic road network.</li> <li>ii. Sufficient transport links to and through the development, to include at least one vehicular link across the North Circular Road (NCR) and one vehicular link crossing the railway to the Edgware Road.</li> <li>iii. A new integrated railway station and new integrated bus station at Cricklewood, linked by a rapid transport system to Brent Cross Bus Station and Hendon Central and/or Brent Cross Underground Stations on the Northern Line.</li> <li>iv. A new bus station at Brent Cross, to north of the North Circular Road, with associated improvements to the local bus infrastructure.</li> <li>v. An upgrade of the rail freight facilities.</li> <li>vi. Provision of an enhanced, rail-linked waste transfer station serving North London.</li> <li>vii. Priority measures for access to disabled persons, pedestrians, buses and cyclists throughout the Regeneration Area.</li> </ul>	<p>Part Compliant: The RMA was submitted to deliver two highway infrastructure elements: School Lane and Claremont Park Road. Both roads will provide a connection to the strategic roads in the area and support the southern development proposals. As the designed and technical proposal comes forward, the roads will provide compliant facilities for pedestrians, cyclists and bus users.</p> <p>The other facilities set out in policy C7 are planned to be provided as part of future phases, except for the rapid transit system which, whilst still part of the proposals, is currently unfunded.</p>
UDP Site Specific Proposals (2006)	<p>Parts of the BXC development site are subject to site-specific proposals as shown in the Proposals Map (2006) (as saved). The aspirations for these sites are set out below:</p> <ul style="list-style-type: none"> <li>• Brent Cross New Town Centre (Site 31) – new town centre, comprising a mix of appropriate</li> </ul>	Compliant: the proposal is consistent with the Proposals Map.

Policy	Content Summary	Extent of Compliance and Comment
	<p>uses, improved public transport and pedestrian access, landscaping and diversion of the River Brent;</p> <ul style="list-style-type: none"> <li>• Cricklewood Eastern Lands (Site 37) – mixed use including residential, office, leisure, local and neighbourhood shops, education, community uses and open space;</li> <li>• New Railway Station Cricklewood (Site 38) – railway station and public transport interchange;</li> <li>• New Waste Transfer Station (Site 39) – waste handling facility.</li> </ul>	
<b>Cricklewood, Brent Cross, West Hendon Regeneration Area Development Framework SPD 2005.</b>		
	<p>The Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework was adopted by the council and the Mayor of London as Supplementary Planning Guidance in 2005. This Development Framework was produced in collaboration with the Mayor and the Greater London Authority, landowners and developers in order to guide and inform the design and delivery of the development with the aim of achieving high quality comprehensive redevelopment of the area around a new sustainable mixed use town centre spanning the North Circular Road.</p> <p>The London Plan and the UDP saved policies combined with the Development Framework establishes a series of strategic principles for the comprehensive redevelopment of the area to create a new town centre, the overall vision for which is set out in UDP Policy GCrick.</p>	<p>Compliant: Compliance in relation to the proposed RMA: The parameters and principles of the BXC scheme are considered to be in accordance with the principles set out in the guidance contained in the adopted Development Framework (2005) generally and taken as a whole.</p> <p>The general proposals are consistent with the vision and aims of the Development Framework.</p>

Key relevant local and strategic supplementary planning documents

**Local Supplementary Planning Documents and Guidance:**  
 Planning Obligations (Section 106) (April 2013)



**APPENDIX 7 - CONFORMITY WITH REVISED DEVELOPMENT SPECIFICATION AND FRAMEWORK**

<b>Revised Design Specification and Framework (RDSF) and Parameter Plans (PP)</b>	<b>Requirement relevant to Infrastructure Reserved Matters</b>	<b>Compliance</b>
<p><b>Parameter Plan 002: Transport Infrastructure</b></p>	<p>Parameter Plan 002 identifies various infrastructure elements to form part of the comprehensive development. The location of existing adopted highway and junctions to be modified and improved are approximately illustrated.</p> <p>Claremont Park Road (Part 1) is defined as a secondary Route in the Market Quarter Zone; to act as a distributor road within the development site.</p> <p>School Lane is defined as a Tertiary Route (road classified as a minor street), within the Eastern Lands Zone; to provide a localised function and link from Market Square and into the Eastern Lands.</p>	<p>The submitted drawings: BX-ARP-00-XX-DR-C-7001 identifies the general arrangement for Claremont Park Road (Part 1) and Drawing BX-ARP-00-XX-DR-C-7002 identifies the general arrangement for School Lane.</p> <p>Claremont Park Road (Part 1) is proposed to be a two way single carriageway road, measuring 4.8m wide with 1.5m advisory cycle lanes in both directions. 2.5m footway on the southern side and a 4m footway along the northern side, both inclusive of landscaping. The public road in the end state will act as distributor road; whereby, it will connect at the junction with Claremont Avenue, Claremont Road and Orchard Lane and will adjoin a new public Highway: Spine Road; to connect High Street South with Claremont Road and also provide access to the A5, via a new road Bridge over the Midland Main Line Railway</p> <p>School Lane is proposed to be 6.4m wide to allow for future bus only provision with a 3m segregated cycle lane on the southern footway, separated from the carriageway by a 0.5m wide strip. Footways are proposed to be 3m on the southern side and 4m on the northern side, both inclusive of landscaping.</p> <p>The road is proposed to adjoin with the new Claremont Avenue, forming a junction with the proposed</p>

		<p>High Street South and adjoin west with the existing Claremont Road.</p> <p>Both proposed public highway roads are generally in accordance with the Parameter Plan 002.</p>
<b>Parameter Plan 003 Public Realm and Urban Structure</b>	<p>Parameter Plan 003 identifies a network of new and existing public spaces and routes between them for pedestrians and cyclists.</p> <p>The plan defines the principle circulation and the approximate location of secondary, tertiary routes and managed routes for pedestrians and cyclists</p> <p>Both Claremont Park Road (Part 1) and School Lane are identified as main connection and identified to have a limit of deviation of +/- 40m for the route.</p>	<p>Both items of infrastructure comply with Parameter Plan 003.</p> <p>Claremont Park Road (Part 1) is subject to a limit of deviation of +/- 40m; however, the location of this route is constrained by the extent and location of Claremont Park (Neighbourhood Park 2) to the South. School Lane forms part of the principle circulation for pedestrian and cyclists. Both public roads have been designed in accordance with the accessibility standards and are at a gradient shallower than 1:20.</p>
<b>Parameter Plan 006 Proposed Finished Site Levels</b>	<p>Parameter Plan 006 demonstrates the finished site levels (in metres AOD) for infrastructure and public realm. Re-profiling works will be carried out to achieve these levels and this will include the necessary site remediation works.</p>	<p>The proposed new ground level identified for Claremont Park Road (Part 1) is a deviation of 44.00m which complies with the limit required.</p> <p>The actual deviation for School Lane is constrained and cannot be achieved along its full length, given the fixed points at either end of the route.</p>