

Appendix 7

Conformity with Revised Development Specification and Framework

Revised Design Specification and Framework (RDSF) and Parameter Plans (PP)	Requirement relevant to Infrastructure Reserved Matters	Compliance
<p>Parameter Plan 002: Transport Infrastructure</p>	<p>PP2 identifies various infrastructure elements that are proposed as part of the site's comprehensive development including new highway junctions, primary routes and transport interchanges.</p> <p>More specifically the PP defines the parameters for road bridge clearance heights and the length of bridges.</p> <p>The general location of proposed road and pedestrian bridges is defined, including access points from the proposed Shopping Centre to the riverside walkway. Principal road bridges include Templehof Interchange/A406 Templehof Bridge, the western roundabout, and the eastern roundabout.</p> <p>The Living Bridge was included in the s73 permission PP002 and has been brought forward as a Phase 1A(North) element of critical infrastructure. The Living Bridge provides a pedestrian and managed cycle route from the southern development area into the Shopping Centre.</p> <p>The new Bus Station is proposed as one of the Transport Interchanges.</p> <p>Underpass U3, under the</p>	<p>The proposed development is generally in accordance with the parameter plan. A through pedestrian route is shown running west to east through Riverside Park.</p> <p>The principal western and eastern roundabouts provide access to the proposed Shopping Centre. The location of the road and pedestrian bridges is shown to generally accord with the PP. Changes to the PP through the separate application under Conditions 2.5 and 2.5 to vary the approved parameters ensure that the proposed development is compliant with regard to bridge clearance and bridge length as well as the location of a number of road bridges where these have deviated from the original scheme.</p> <p>The location and width of the Living Bridge is in compliance with the Parameter Plan.</p> <p>The current proposals do not provide details of the new Bus Station as this will be subject of a future planning application. The proposed development programme however necessitates the provision of a temporary bus station to address access issues during construction to the</p>

	<p>A41 Hendon Way and BXC is to be upgraded.</p>	<p>existing and proposed bus stations. The temporary bus station is addressed in the current application. The environmental impacts of the temporary bus station are assessed in the ES FIR.</p> <p>No details of the proposed upgrading have been provided although this can be addressed by condition.</p>
<p>Parameter Plan 003 Public Realm and Urban Structure</p>	<p>The PP identifies a network of existing and proposed open spaces.</p> <p>The general location of Nature parks 4 and 5 are shown on the PP and their respective area of NP4 is defined as 0.2ha</p> <p>The Living Bridge is included at City Garden 3 and its location defined.</p> <p>The new River Brent Corridor is defined as RBC and its area defined as 3.1ha.</p> <p>The development zones for the proposed road and pedestrian crossings are included in the PP.</p> <p>An 'optional' acoustic barrier location is shown.</p>	<p>The indicative locations of the Nature Parks are shown in the submitted plans however the details for each are not included in this RMA. Detail of NP 5 is included in the CBRP RMA, 15/03312/RM.</p> <p>Living Bridge is provided in accordance with the PP.</p> <p>With regard to the new Riverside Park, changes introduced through Condition 2.4/2.5 reduce the park area to 3.0ha thereby ensuring that the development currently proposed is compliant with the PP.</p> <p>The road and pedestrian bridge locations are compliant with the revised PP.</p> <p>The provision of an acoustic barrier has been confirmed as a detailed requirement of any planning permission, having been assessed under the ES FIR as mitigation to the proposed development in relation to the amenity of users of the Central Reach of CBRP. Whereas the barrier has been considered under the ES, and a number of options explored before a preferred option being</p>

		<p>confirmed, no details are submitted with the current application. This is to be addressed by way of planning conditions.</p>
<p>Parameter Plan 011: River Brent</p>	<p>PP 011 relates specifically to the diversion of the River Brent and associated works and defines the proposed river corridor and the indicative river bed.</p> <p>The river corridor is dealt with in three separate distinct reaches, Reach 1 and 2 relating to the retail development and reach 3 providing a more natural park environment.</p> <p>The PP includes an indicative river realignment plan.</p>	<p>The proposed river corridor is consistent with the PP.</p> <p>The development proposals identify the three reaches however only the provision of Reach 2 is provided in detail and that is dealt with under the separate application 15/03315/RMA for CBRP.</p> <p>The river realignment plan has been updated through changes made under Conditions 2.4 and 2.5 to accommodate design changes to the roads network.</p> <p>Although the river corridor has reduced in width as a result of widening of the realigned Prince Charles Drive (to meet Highways requirements) the river corridor is still compliant.</p> <p>The anticipated landscaping requirements within the PP are adhered to within the relevant RMA submission.</p>