

Appendix 5
Conformity with Revised Development Specification and Framework

| Revised Design Specification and Framework (RDSF) and Parameter Plans (PP) | Requirement relevant to Infrastructure Reserved Matters | Compliance |
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| Parameter Plan 002: Transport Infrastructure | <p>PP 002 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 and the general location of proposed road and pedestrian bridges including access points from the proposed Shopping Centre to the riverside walkway.</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>Details of the roads and pedestrian bridges is covered by a separate RMA and therefore not included in the RMA for Central Brent Riverside Park (CBRP) however the provision of all these bridges does impact on the layout and design of the CBRP. There is in any event no conflict with the PP.</p> |
| Parameter Plan 003 Public Realm and Urban Structure | <p>PP 003 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 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 to protect the amenity of riverside park users.</p> | <p>The indicative locations of the Nature Parks are shown in the submitted plans however only the details for NP 5 is included in the CBRP RMA. No specific area for NP 5 is defined. The location of NP 5 is identified and the RMA submission complies with the general locational requirement.</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> |

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| | | <p>The road and pedestrian bridge locations are compliant with the revised PP although no detail is provided within this RMA; detail is however provided in 15/03312/RMA relating to the provision of Infrastructure.</p> <p>The ES FIR confirms an acoustic barrier is required as mitigation to the proposed development in relation to the amenity of users of the Central Reach of the Brent Riverside Park. Although the acoustic barrier impacts positively on the CBRP it is located outwith the scope of this RMA. The detailed design and specification of the acoustic barrier will be subject to separate approval under condition 29.10 of the Section 73 Consent.</p> |
| Parameter Plan 011: River Brent | <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>Environment Agency Maintenance Route and combined pedestrian/cycle path route to be a minimum of 6m</p> <p>Continuous planting required, including planting on both</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 under this current application.</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 road network and is compliant.</p> <p>Although the river corridor has reduced in width as a result of widening of the realigned Prince Charles Driver (to meet Highways requirements) the river corridor is still compliant with the PP.</p> |

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| | <p>river banks and under bridges.</p> <p>A series of stairs and ramps are proposed to connect the riverside walkway level with upper levels.</p> <p>Potential flood risk on the A406 at the eastern end of the development is discussed in the PP with a potential solution being the provision of a dedicated gradient pathway from the A406 to the River Brent to remove flood water from the road in times of flood.</p> | <p>The anticipated landscaping requirements within the PP are adhered to within the relevant RMA submission.</p> <p>The EA combine maintenance route/pedestrian and cycle route has been designed as a minimum 6m wide route to accord with the PP requirement. The design of the route has introduced in some areas a planted area between the route and the river channel, this in effect reduced the brushed concrete surface to a minimum of 4m with a maximum of 2m planted. The design of the route and the planted paved area has been discussed with EA who confirm that they are satisfied with the proposal; the planted area will be constructed as a 'grasscrete' type surface to allow EA vehicles to drive across the surface.</p> <p>With regard to planting, both sides of the river are planted however areas underneath bridges have reduced planting given the overshadow element, to some extent this is ameliorated by the perennial planting introduced along the access route and the proposals are considered acceptable.</p> <p>Access stairs and ramps are proposed as required. The parameter plan for the Riverside Park included a vertical access between the ground and upper ground levels, connecting the bus station and Living Bridge. Full details have not been provided however officers</p> |
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have negotiated with the applicants to ensure that the lift continues to the riverside walkway level. In any event the inclusion of the lift complies with the PP. The design detail of the lift is reserved by a recommended planning condition.

The potential A406 flooding issue is proposed to be addressed via the provision of additional road gullies to allow water to drain to River Brent, this is in accordance with the PP. Full details to be provided under planning conditions.