LOCATION:	Brent Cross Cricklewood Regeneration Area, London, NW2		
REFERENCE:	14/07402/CON	**Received:**	11/11/2014
		Accepted:	11/11/2014
WARD:	Childs Hill, Golders Green, West Hendon	**Expiry:**	06/01/2015
APPLICANT:	Brent Cross Development Partners		
PROPOSAL:	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.		

RECOMMENDATION

This application is recommended for **APPROVAL**.

Informatives:

1. The plans accompanying this application are as follows:
   A5 Corridor Study (BXCR-URS-47065005-TP-RPT-050 Rev 07) (Dated: July 2015)

2. 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:

   i. the submission under Condition 2.7 reveals, with regard to the subject matter of the condition, 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

   ii. the environmental information already before the Council (the ES submitted with the Section 73 application, along and any further and/or other information previously submitted) remains adequate to assess the environmental effects of the development.

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1. APPLICATION SUMMARY

This application seeks approval of the A5 Corridor Study which has been submitted pursuant to condition 2.7 of the 2014 S73 Consent (reference F/04687/13).

The objectives of the A5 Corridor Study are to:

- Ensure any local traffic impacts are identified in the adjacent boroughs of Brent and Camden, as well as any further impacts in the London Borough of Barnet by ensuring the traffic modelling for the design stage is sufficiently detailed in areas of interest.
- Assess any identified impacts using appropriate junction modelling tools and produce outline designs of any mitigation measures where appropriate.
- Develop an A5 VISSIM design model, in conjunction with supporting local area models using complementary modelling packages TRANSYT and LinSig to assist with the following:
  - The development of detailed designs for the new and improved junctions.
  - The testing of any temporary traffic management measures during the construction period on highway operations.
- Define any new or improved facilities required in regard to multi-modal user requirements, e.g. walking and cycling and bus priority and setting out the identified interventions in line with the indicative phasing.
- Review of parking, loading and waiting restrictions along the A5 corridor, including any proposed changes to the existing provision and parking controls.
- Assess streetscape improvements, including enhancements to the public realm in relation to all modes.
- Undertake a road safety and accident analysis review.

The preparation of the A5 Corridor Study has involved officers working with the Developers, their advisors and other key stakeholders, such as TfL and the London Borough of Brent. The study includes an assessment of any local impacts of the BXC scheme, including in the adjoining areas within LB Brent and LB Camden, and builds on the outline scope originally contained in the 2010 Section 106 Agreement for the 2010 consented scheme. The full scope for the study, set out in the appendices to the BXC volume 5 Transport Report (2013) and attached as **Appendix 1**, has been agreed with all the relevant transport authorities and encompasses the detailed modelling of the A5 corridor and an assessment of all transport facilities along the A5 itself.

The assessment of any local impacts uses a new traffic model based on TfL's sub-regional model for north London, which is also being used for the detailed

junction design and approval processes under the Highways Act. This is known as the BXC Detailed Design Model (BXCDDM) and has been built using a national recognised traffic modelling package known as SATURN. This is discussed further in section 5.3. The developer is required under the 2014 S73 / S106 Agreement to fund any supplementary mitigation measures in Barnet, Brent and Camden that may be identified as part of the study.

The information submitted within the A5 Corridor Study (BXCR-URS-47065005-TP-RPT-050 Rev 07) dated 17th July 2015 uses the BXCDDM to identify the predicted changes in traffic flow across the study in 2021 (end of Phase 1) and 2031 (end state), with and without the development. A microsimulation (VISSIM) model has been utilised to assess the interaction of the junctions within the study corridor and alterations to all vehicular and bus journey times. Existing patterns of pedestrian and cyclist movements have been observed and existing associated facilities assessed. Bus priority, parking and servicing / delivery have also been reviewed.

Working in conjunction with officers of the London Borough of Barnet and Transport for London an agreed package of supplementary mitigation measures and improvements has been proposed by the Developers encompassing all modes of travel. The agreed package includes measures that the Developers will delivery directly in addition to and as part of schemes already part of the BXC phased improvement programme; alternatively, Developer contributions have been agreed so that the appropriate highway authority can implement the measures. The contributions include a capped sum of £300,000 secured for any potential traffic management measures that may be required on the local roads of Brent and Camden, should monitoring of future traffic levels identify noticeable increases in traffic that can be attributed to the BXC development.

2. BACKGROUND

2.1 Outline Consent

The principle of development at Brent Cross Cricklewood 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 (the 2014 permission) 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).

Both the 2010 and 2014 permissions were subject to Environmental Impact Assessment.

The transport aspects of the approved BXC planning permission include the creation of new strategic highway accesses, a new internal road layout, infrastructure and associated facilities together with temporary works, structures and associated utilities/services required by the development. Rail based measures include provision of a new railway station and freight facilities. A new bus station is planned, together with vehicular and pedestrian bridges, underground and multi-storey car parking. Works to the River Brent and Clitterhouse Stream and associated infrastructure are also included together with improvements to Brent Cross London Underground Station. Pedestrian and cycle connectivity will be improved, in particular with the provision of the Living Bridge over the A406 North Circular Road which will provide better integration between the northern and southern components of the development.

The following transport documents were issued in support of the 2014 S73 application:

- 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.

Phased Delivery

The Section 73 Consent proposes the phased delivery of acceptable comprehensive development for the whole site in accordance with the planning policy framework.

Phase 1 is proposed to be delivered in sub phases which are divided between north and south. The sub phases 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 (and its details will be 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) and the School Lane Works.
  In addition Waste Handling facility Rail Sidings and Gantry Craneworks and Threshold spaces at Layfield Place, Fenwick Place and Templehof Circus and Access to Plot 28 would come forward.

- 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 approximately 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.

Pre-Reserved Matters Conditions

Due to the size and complexity of the scheme the outline planning permission acknowledged that there were a number of issues that require resolution prior the submission of Reserved Matters applications and prior to the commencement of development to ensure that development is brought forward in an acceptable way having regard to the EIA process and the environmental, social and transport impacts. As a result planning conditions attached to the 2014 S73 planning consent require a number of transport strategies, reports and feasibility studies to be submitted to the Council prior to submission of the first RMAs for the Development. These conditions are known as Pre-RMA conditions, and relate to overall transport strategies affecting the whole development, as well as information required that relates to the whole of Phase 1 and information required for just sub-phase 1A North.

The relevant transport Pre-RMA conditions comprise the following:-

Condition 1.9	Construction Consolidation Centre Feasibility Study
Condition 1.20	Area Wide Walking and Cycling Study (AWWCS)
Condition 1.21	Framework Servicing and Delivery Strategy
Condition 1.22	Phase 1A North Servicing and Delivery Strategy
Condition 2.7	A5 Corridor Study
Condition 2.8	Pedestrian and Cycle Strategy for Phase 1A North
Condition 7.1	Estate Management Framework
Condition 11.1	Car Parking Management Strategy
Condition 11.2	Phase 1 Parking Standards and Strategy
Condition 37.2	Phase 1 Transport Report
Condition 1.17	Illustrative Reconciliation Plan

This report relates only to the A5 Corridor Study and so seeks the discharge of condition 2.7.

3. DESCRIPTION OF THE SITE, SURROUNDINGS AND PROPOSALS

3.1 Site Description and Surroundings

The 151 hectare application site is defined to the west by the Edgware Road (A5) and the Midland Mainline railway line and to the east by the A41 and is bisected east to west by the A406 North Circular Road. It is adjacent to Junction 1 of the M1 (Staples Corner) and includes the existing Brent Cross Shopping Centre and Bus Station to the north or the A406.

To the south of the North Circular Road the area contains the Brent South Shopping Park, existing Tesco store and Toys 'R' Us store, the Whitefield

estate (approximately 220 units), Whitefield Secondary School, Mapledown Special School and Claremont Primary School, Hendon Leisure Centre, Brent Cross London Underground Station to the east, Clarefield and Claremont Parks and Clitterhouse Playing Fields (Metropolitan Open Land), the Hendon Waste Transfer Station, Claremont Way Industrial Estate and Cricklewood Railway Station to the far south. The application site includes parts of Cricklewood Lane, including the open space in front of the B & Q store.

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.

A range of bus services, operated on behalf of TfL, pass through or close to the BXC site. The area is well served by the bus route network, with frequent services to a variety of destinations in London. The majority of the bus services start from or pass through the bus station at BXSC. This bus station serves the shopping centre and 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 BXC site. The BXC site is served at the southern end by the existing Cricklewood Railway Station. Hendon Station is approximately 3km to the north, outside of the BXC site boundary.

The Edgware branch of the Northern Line passes to the east of the BXC site and the Jubilee Line passes to the southwest through Willesden Green and West Hampstead. Brent Cross Underground Station is nearest the site and is located to the southeast of the A406/A41 junction. To the north, Hendon Central is approximately 750metres from BXSC.

3.2 Description of Proposals

This application seeks clearance of condition 2.7 attached to application F/04687/13 in relation to the submission of the A5 Corridor Study. Condition 2.7 states:

> *Prior to or coincident with the submission of the first Other Matters Approval in respect of Phase 1 the A5 Corridor Study (including any necessary Supplementary Transport Measures required to address the detailed impacts identified in the study together with an indicative programme for carrying out such works) shall be submitted to the LPA, in consultation with the London Boroughs of Brent and Camden and the Transport Strategy Group. All other relevant Reserved Matters Applications and Other Matters Applications shall thereafter be in accordance with the A5 Corridor Study approved in accordance with this Condition (and including for the avoidance of doubt the approval of detailed delivery programmes in accordance with Condition 5 of this Permission).*

Reason: To ensure the transport impacts of the scheme upon the A5 are fully evaluated and mitigated as part of the detailed design and programming of Phase 1 and the other relevant Phases of the Development.

Condition 2.7 prevents the submission of the first Other Matters Applications until the A5CS has been submitted. The Condition also requires that all relevant reserved matter applications shall thereafter be in accordance with the A5CS. The permission describes the A5 Corridor Study as follows:

> *'the A5 Corridor Study to cover the A5 between A407 Cricklewood Lane and Staples Corner including adjacent local roads where appropriate to be carried out by the developers on a joint and several basis and to be approved in accordance with:*
>
> *(a) Condition 2.7 of this Permission; and*
>
> *(b) the parameters and principles set out in Annex 7 to Schedule 17, the Matrix and Transport Reports Schedule to the S106 Agreement,*
>
> *The A5 corridor study and monitoring, including bus journey times, should be used to inform future changes to the highways that serve the site, including modifying any of the gateway junctions, in accordance with the S106 Agreement (including the Matrix and Transport Reports Schedule).'*

Schedule 17 of the Section 106 Agreement describes the framework of controls in relation to transport matters, which includes the A5 Corridor Study. Paragraph 4.9 of Schedule 17 explains that the scope for the A5 Corridor Study is set out at Annex 7 (or as agreed otherwise with the LPA in accordance with Condition 2.7).

Annex 7 sets out at Table 1 a scope of the A5 Corridor Study covering a variety of elements including traffic modelling, review of pedestrian and cycle routes, traffic management and accessibility.

The scope also describes the approach to local traffic management measures in Brent. It states that:

> *'The existing BXC strategic transport model will be used to further test any wider area implications that might arise from future local traffic management measures that are proposed to be introduced in LB Brent to address any supplementary/unforeseen impacts from the BXC proposals. Any changes to the strategic model, would be minor and targeted to provide a better representation of the local zonal structure and network, whilst still retaining the forecast*

demand flows from the current matrices. In this manner, the fundamental traffic assumptions inherent within BXCO5 will be retained.'

The scope concludes by stating that:

'As a consequence of these tests, additional/ supplementary mitigation measures identified as being required will be the subject of detailed design, costing and public consultation and programmed for implementation at the appropriate time according to development phasing and impact. The associated costs of detailed design, costing, public consultation and implementation will be at the Developers' expense.'

The Development Partners subsequently prepared a detailed scope in accordance with Annex 7. On 12 August 2014 the London Borough of Barnet confirmed agreement to the scope of the A5 Corridor Study.

The agreed scope explains that the study has 3 primary objectives:

'1. Ensure that any local traffic impacts are identified in the adjacent boroughs of Brent and Camden by ensuring that the traffic modelling for the design stage is sufficiently detailed in areas of interest, e.g. the Dollis Hill area and south of Cricklewood Lane. Assess any identified impacts using appropriate junction modelling tools and produce outline designs of any mitigation measures.

2. Develop an A5 VISSIM design model to assist with the following:

- *The development of detailed designs for the new and improved junctions along the A5 Edgware Road,*
- *The testing of any temporary traffic management measures during the construction period on highway operations.*

3. Define any new or improved facilities required in regard to multi-modal user requirements, i.e. walking and cycling and bus priority, and setting out the identified interventions in line with the indicative phasing and construction programme.'

Paragraph 6 of Schedule 3 of the S106 Agreement states that the BXPs will fund or carry out or fund via a S278 Agreement the reasonable and proper costs of implementing any Supplementary Transport Measures in respect of the relevant Phase or Sub-Phase of the Northern Development identified in

the approved A5 Corridor Study. There are similar provisions for the Southern Development.

The Section 106 Agreement clearly defines Supplementary Transport Measures and explains that for those items that are necessary as a result of both Northern and the Southern development, both the Northern and Southern developers shall only be liable for such a proportion of those Supplementary Transport Measures as is reasonably related to the respective developments. Furthermore, the definition states that any Supplementary Transport Measures need to be directly, fairly and reasonably related to the development within the meaning of Regulation 122 of the Community Infrastructure Levy Regulations 2010 and be reasonably required in order to mitigate the impacts of the development.

4. MATERIAL CONSIDERATIONS

4.1 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 2**. It is suffice to state here that the application is considered to be in accordance with 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.

4.2 Relevant Planning History

Reference:
C/17559/08 – granted 28 October 2010
Location:
Cricklewood Regeneration Area, North West London.
Description:

‘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, 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, infrastructure and associated facilities together with any required temporary works or structures and associated utilities/services required by the Development (Outline Application).

The application was accompanied by an Environmental Statement.’

Reference:
F/04687/13 – granted 23/7/14
Location:
Cricklewood Regeneration Area, North West London.
Description:
Section 73 Application to develop land without complying with the conditions attached to Planning Permission Ref C17559/08 granted on 28 October 2010 for comprehensive development (see description above).

4.3 Consultations and Views Expressed

Statutory consultees and other interest groups were initially consulted on 27th November 2014 allowing a 3 week period to respond.

Following the receipt of amendments and clarifications to the submitted study; statutory consultees and other interest groups were re-consulted on 20th July 2014 for a two week consultation period.

Though local residents were not directly consulted and it is not the council’s requirement to consult local residents regarding conditions submitted to be discharged. Residents have been become aware of the condition submitted and have provided comments. 6 Letters of objection from residents were received in response to this second consultation period.

A detailed summary of the comments received from statutory consultees and other bodies and officer comments in response can be found under Appendix 3 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.

Consultation Responses from Statutory Consultees and Other Bodies

Highways England – No objection
Email from Stephen Hall, Asset Manager, Highways England dated 28th July 2015.

TfL – No objection
Letter dated 19th January 2015
Made various comments in relation to modelling, transport improvements, bus journey time assessments, VISSIM, bus priority measures, bus service delays, loading and kerbside parking, urban realm, cycle measures. They concluded at that time that the A5 Corridor study is not to TfL's satisfaction.

Letter dated 1st September 2015 (following consultation on updated information in July 2015) confirm that TfL are satisfied with the A5 Corridor Study.

LB Brent – Object to the application
Full summary of LB Brent comments and LB Barnet officers responses are provided in Appendix 3.

LB Camden – Object to the application
Full summary of LB Camden comments and LB Barnet officers responses are provided in Appendix 3.

London Cycling Campaign (LCC) – Object to the application
Full summary of LCC's comments and LB Barnet officers responses are provided in Appendix 3.

Campaigns Manager, LCC – Object to the application
Full summary of the comments made by the manager of LCC and LB Barnet officers responses are provided in Appendix 3.

5. PLANNING AND TRANSPORT ASSESSMENT

5.1 Purpose of the Study

The scope and purpose of the A5 Corridor Study was agreed following significant consultation between the Developers and officers of the London Borough of Barnet and Transport for London. The scope sets outs the aims and objectives of the study which in summary are to:

- Ensure any local traffic impacts are identified in the adjacent boroughs of Brent and Camden, as well as any further impacts in the London Borough of Barnet by ensuring the traffic modelling for the design stage is sufficiently detailed in areas of interest.
- Assess any identified impacts using appropriate junction modelling tools and produce outline designs of any mitigation measures where appropriate.
- Develop an A5 microsimulation (VISSIM) design model, in conjunction with supporting local area models, using complementary individual junction modelling packages (TRANSYT, LinSig and PICADY) to assist with the following:
  - The development of detailed designs for the new and improved junctions.
  - The testing of any temporary traffic management measures during the construction period on highway operations.
- Define any new or improved facilities required in regard to multi-modal user requirements, e.g. walking and cycling and bus priority and setting out the identified interventions in line with the indicative phasing.
- Review of parking, loading and waiting restrictions along the A5 corridor, including any proposed changes to the existing provision and parking controls.
- Asses streetscape improvements, including enhancements to the public realm in relation to all modes.
- Undertake a road safety and accident analysis review.

5.2 Area covered by the study

The A5 Corridor Study has been defined to cover a core area of the A5 between A407 Cricklewood Lane and A406 Staples Corner, including local roads within Barnet, Brent and Camden within an area anticipated to be approximately 800m from the A5, Claremont Road and the A407 Cricklewood Lane.

During the study, the microsimulation model has been extended from the A5 Corridor to include the A406 corridor between Staples Corner and the A406/A41 junction.

The area of the microsimulation model is shown on the plan in **Appendix 4**.

5.3 Methodology Used

Traffic flows within the study area have been based on the London Transportation Studies model, which Transport for London use as their

standard transport forecasting tool. A new sub-regional model of north London has been developed by TfL and it was agreed that this would be used as part of the detailed design for the phased BXC transport improvements. Known as the BXC Detailed Design Model (BXCDDM), this model was also used for the A5 Corridor Study as it provided more detailed, thorough and up to date (based on 2012 data) forecasts of traffic movements on local roads, particularly in LB Brent where the traffic model used to support the outline approved scheme (the BXC Transport Model, or BXCTM) was less detailed, and based on data from around 2006.

These BXCDDM predicted traffic flows have been modelled utilising SATURN computer software, the same package as was used for the BXCTM. The SATURN software enables traffic to reroute across the highway network to find the quickest path from an origin to a destination. The model has been updated with a greater level of detail of local roads and junctions, to enable the impact of changes to traffic flows on the local highway networks in Brent and Camden to be more accurately assessed.

The BXCDDM includes an allowance for background traffic growth and also enables the impact of other committed developments and / or highway schemes to be assessed as the traffic is reassigned across a wide highway network as a result of any such changes that take place. Area wide traffic forecasts have been produced for 2021 (the forecast year for phase 1) and 2031 (end-state forecast year) AM, PM and Saturday peaks.

The BXCDDM traffic modelling undertaken has been reviewed and accepted by officers of Transport for London and the London Borough of Barnet.

Where the BXCDDM traffic forecasts identify junctions in at least two time periods (as there is a limit to the accuracy that can be obtained from a strategic traffic model) reaching capacity (where the flow to capacity ratio is greater than or equal to 90%) with the proposed development but would be within capacity (less than 90%) if the development was not constructed, more detailed junction modelling has been undertaken using the industry standard software of TRANSYT or LinSig for traffic signal controlled junctions and PICADY for priority junctions.

Consideration has been given to the most appropriate package of mitigation, or as termed in the S106 agreement; ‘Supplementary Transport Measures’.

Scheme designs for any additional mitigation in the form of Supplementary Transport Measures that are found to be necessary have been generated, including plans at an appropriate scale.

The microsimulation (VISSIM) model of the A5 Corridor has been developed for 2021. This microsimulation model provided more detail regarding movement on the highway than the BXCDDM (SATURN) model and enables:

- the interaction between adjacent junctions to be assessed;

- journey times for different modes, including buses, to be reviewed;
- the testing of any temporary traffic management measures during the construction period; and
- any new or improved facilities required in regard to multi-modal user requirements, e.g. walking and cycling and bus priority, to be defined.

Comprehensive bus journey time surveys of the A5 Corridor Study area were undertaken and compared to the times from the base year microsimulation model in the AM, PM and Saturday peak periods. As 85% or more of the routes analysed were within 15% or 60 seconds of observed data, the model was accepted as appropriate for use.

5.4 Findings of the Study

The area wide modelling identified the following junctions where, in at least two time periods, capacity was being reached in 2021 and / or 2031 when the traffic from the proposed BXC development was included, but that these junctions would otherwise be within capacity if the development was not constructed:

- A407 Chichele Road / Anson Road
- A407 Cricklewood Lane / A41
- Walm Lane / A407 High Road.

Approximately 40 junctions have been identified as reaching capacity with and without the development. Over half of which are proposed to be improved as part of the Brent Cross scheme. Of the remaining junctions only the following were identified as having a degree of saturation increase with the development in excess of 5% of the no development scenario:-

- A5 / Perryfield Way / Station Road (West Hendon)
- A5 / Cool Oak Lane (West Hendon)
- Lydford Road / A4003 Willesden Road (in Brent)
- A41 / The Vale.

Analysis has also been undertaken to identify the capacity, with development, at the following key traffic signal controlled junctions within the microsimulation model study area:-

- Staples Corner (A406/A5)
- A5 / Humber Road / Geron Way
- A5 / Oxgate Gardens / A5 Link Road
- A5 / Dollis Hill Lane / Residential Development
- A5 / Ashford Road / Depot Approach
- A407 Chichele Road / A5 Cricklewood Broadway
- A407 Cricklewood Lane / Claremont Road / Lichfield Road.

The results indicate at Staples Corner in 2021 the AM peak is within capacity but that three movements in the PM and Saturday peaks are overcapacity. In 2031 overcapacity is forecast for four movements. To reduce these queues, there is potential to adjust the signal times at the junction.

The A407 Cricklewood Lane / Claremont Road / Lichfield Road junction is forecast to be overcapacity in 2021 and 2031. However, deployment of a bespoke traffic signal control system at the junction will assist in mitigating the impact of additional traffic. Based on data collected by TfL, the deployment of such a system provides an average 12% reduction in delay.

The A407 Chichele Road / A5 Cricklewood Broadway is reaching capacity in 2031, with the A5 northbound movement predicted to be close to saturation in the PM peak period.

5.5 Mitigation Proposed

Various improvements have been proposed as part of the study, and these comprise of a mix of measures that will be directly delivered by the Developers, for example, as additional elements to schemes already included in the BXC phased transport improvements; alternatively, contributions have been agreed for the relevant highway authorities to implement the proposed improvement schemes themselves.

The various mitigation schemes are discussed in more detail under the headings below.

5.5.1 Junction Mitigation

Based on the area wide traffic modelling and detailed junction assessments above the following mitigation has been proposed:

A407 Chichele Road / Anson Road (Phase 1 and end state): Linkage to adjacent A5 Urban Traffic signal Control group, enabling improved traffic signal co-ordination, which can be expected to help alleviate any congestion and improve the overall efficiency of the local road network.

A407 Cricklewood Lane / A41 (end state): The detailed modelling identified that mitigation was not required.

Walm Lane / A407 High Road (end state): Pedestrian countdown at traffic signals is proposed to help mitigate the predicted increase in traffic demand. This feature is increasingly being introduced at signalised junctions in London and provides greater resilience to manage daily fluctuations in traffic flow and for occasions when pedestrian crossing demand is increased. The countdown enables greater green time to be provided to traffic at this location.

Of the junctions identified as overcapacity with and without the development (and so to be assessed as part of the 'Supplementary Transport Measures'), and having an increase with the development in excess of 5% of the without development scenario, the following mitigation is proposed:-

- A5 / Perryfield Way / Station Road: Committed improvements as part of the West Hendon Regeneration proposals.
- A5 / Cool Oak Lane: Committed improvements as part of the West Hendon Regeneration proposals.
- Lydford Road / A4003 Willesden Road: Detailed capacity analysis of this junction highlights that the junction is predicted to operate with adequate practical reserve capacity and a maximum degree of saturation at 85%.
- A41 / The Vale: Junction arrangement expected to be amended as part of the cycle super highway (CS11).

The key traffic signal controlled junctions within the section of A5 corridor under assessment have been analysed. The following are gateway junctions where design proposals as part of Phase 1A (North) (unless otherwise indicated) have already been approved as part of the 2014 Section 73 Consent:

- Staples Corner (Phase 1 and end state): Significant alterations to the existing junction.
- A407 Chichele Road / A5 Cricklewood Broadway (Phase 1 and end state): Compulsory purchase of the plot of land on the south east corner of the junction enables the arms of the A407 to be aligned and for them to operate at the same time creating a more efficient junction.
- A407 Cricklewood Lane / Claremont Road / Lichfield Road (Phase 1 and end state): A flared approach on the A407 western arm and an additional southbound lane on Claremont Road creating more traffic capacity.
- A5 / Humber Road / Geron Way (Phase 1 and end state): Four stage set of signals with advanced cycle stop lines and a pedestrian controlled crossing on the southern arm of the A5.
- A5 / Oxgate Gardens / A5 Link Road (end state): Creation of a four arm signalised junction to provide a new access across the Midland Mainline railway to the development in Phase 5 with Oxgate Gardens being one-way westbound.

In addition the A5 / Dollis Hill Lane junction is being converted from a three arm to a four arm traffic signal controlled junction, due to residential development on the former Parcelforce site.

The schedule of mitigation associated with the A5 Corridor Study is summarised in the four following tables which are provided in **Appendix 5**:

Table 1: Mitigation required for the A5 corridor.
Table 2: Mitigation required for the A407.
Table 3: Mitigation required for other areas.
Table 4: Further enhancements to encourage modal shift but not required to mitigate the development.

Within Tables 1 to 3, proposals are to be delivered directly by the Developers as part of Section 278 Agreements or via a contribution for implementation of schemes by the appropriate highway authority to complete the remaining works. A contribution of totalling £550,000 has been agreed with the Brent Cross Development Partners (letter dated 2nd September 2015). Within this contribution, a fund of £300,000 is to allow for traffic management interventions to be provided in the adjacent boroughs of Brent and Camden should monitoring demonstrate there are any additional adverse impacts of the development over and above those arising out of the study. The decisions on how to spend this money will be considered by the Transport Advisory Group (which includes TfL, LB Brent and LB Camden as members). Monitoring will be undertaken via the Monitoring Strategy (Condition 37.8). The mitigation proposals to be delivered within Phase 1 are identified in column 3.

Within Table 4, proposals are identified which will further contribute to the overall aims of the BXC development through encouraging mode shift. However, these are not considered necessary in order to mitigate the development, but are future proposals for the boroughs and TfL to progress as and when suitable funding becomes available.

Trips to and from the proposed development are expected to generally use the strategic highway network, the M1, A406, A5 and A41. Infrastructure improvements on these highways and junctions have been designed to accommodate the additional trips attributable to the BXC development. Mitigation is not proposed on all sections of these strategic roads, where significant increases in traffic are forecast, as these roads are designed to cater for such traffic.

These additional trips and infrastructure improvements will inevitably have an impact on existing trips and lead to re-routing of trips that have neither an origin nor a destination at the BXC development.

With regards to local roads, use of the BXCDDM has enabled changes in traffic flows to be assessed. The most significant increases in flow are predicted to be on local roads in Barnet, Brent and Camden, as tabulated below:

Link	Section	Direction	AM Peak	PM Peak	Sat Peak
A5	Layfield Road-Station	Northbound	*	*	

	Road				
Highfield Avenue	A41–The Drive	Eastbound	*		*
Humber Road	A5-Coles Green Road	Westbound	*	*	*
Parsifal Road	A41–Fortune Green Road	N/Eastbound	*		
Chichele Road	Anson Road-Walm Lane	S/westbound	*	*	
A41	A406 NCR - A598 Finchley Road	Northbound		*	
Claremont Road	Somerton Road-Pennine Drive	Southbound		*	*
Cricklewood Lane	Farm Avenue – A41	Eastbound			*
Fordwych Road	Maygrove Road-Mill Lane	Northbound			*
Walm Lane	Lydford Road-A5	Eastbound			*

Analysis of the traffic on these local roads indicates the majority of the increases are not BXC development related trips, with changes in the performance of links and junctions leading to re-routing of existing trips which in turn is the main contributor to increased flows on these roads.

There are some links with increased traffic flow which is related to the BXC development, such as Claremont Road, where changes to the layout and the strategic junctions mean these routes, being in such close proximity to the development, inevitably attract development related trips. However, the infrastructure improvements to these routes are designed to account for this increased demand.

Overall, total flows on all individual links within the BXCDDM model of the areas that fall within Camden and Brent, increase with the approved BXC development. The total increase (based on passenger car units where a cyclist = 0.5, a car = 1 and a HGV/Bus = 3) in each peak period is summarised in the following table:

	Camden Total Link Differences	Brent Total Link Differences
Time Period	Peak hour PCUs	Peak hour PCUs
AM 2021	2,946	4,724
AM 2031	8,282	7,072
PM 2021	5,173	4,390
PM 2031	7,331	8,461
Sat 2021	7,601	6,347
Sat 2031	10,046	12,347

The results indicate that with the development, there is an increase in traffic in all peak periods across the highway network in the neighbouring boroughs. However, it is generally predicted that the increases on the non-strategic local roads is due to rerouting of non-development related traffic, rather than due directly to development related traffic. Despite this, if monitoring of traffic flows shows noticeable increases in traffic flows on local roads in Brent or Camden due to the development, as mentioned above an additional capped contribution of £300,000 towards future Supplementary Transport Measures has been secured.

5.5.2 Pedestrian and Cycle Improvements

The A5 Corridor Study recognises that congestion on the network is a problem. Therefore, where practicable, as part of the overall approach to the A5 corridor and the wider regeneration scheme, where highway interventions are proposed, the aim has been to both protect buses from congestion, and encourage walking and cycling through positive design measures.

The A5 Corridor Study provides a review of pedestrian and cyclist accessibility, cycle parking and routing.

The volume of cyclists using the A5 corridor on a weekday ranges from 48 towards the north of the corridor (observed 2-way flow near Humber Road) to 73 towards the south of the corridor (observed 2- way flow near Chichele Road). The AM peak hour is the busiest period for cyclists out of the peak hours surveyed. Cyclists represent up to 4% of the traffic composition during this period.

On a Saturday, minimal cycle demand during the peak hour was observed with a maximum 2-way flow of 18 cyclists on the central section. Cyclists represent approximately 1% of the traffic composition during this period.

The existing pedestrian and cycle links along and alongside the A5 have been reviewed for this study using the Pedestrian Environment Review System (PERS) and (Cycling Environment Review System (CERS) assessment tools.

A total of 12 cycle links, 4 junctions and 4 cycle parking areas were audited along the A5. The links were determined by the changes in the cycle environment (such as type of cycle facility provided or change in surrounding land uses) and were separated as follows:

- Link 1 (L1): Staples Corner to Geron Way
- Link 2 (L2): Geron Way to Opposite Comfort Delgro Building
- Link 3 (L3): Opposite Comfort Delgro Building to Depot Approach
- Link 4 (L4): Depot Approach to A407 Junction
- Link 5 (L5): A407 Junction to Rondu Road
- Link 6 (L6): Rondu Road to Mill Lane
- Link 7 (L7): Mill Lane to Rondu Road

- Link 8 (L8): Rondu Road to A407 Junction
- Link 9 (L9): A407 Junction to Longley Way
- Link 10 (L10): Longley Way to Humber Road
- Link 11a (L11a): Humber Road to Staples Corner (on road route)
- Link 11b (L11b): Humber Road to Staples Corner (off road route)
- Link 12a (12a): Across A5 / A406 Staples Corner Junction (off road)
- Link 12b (12b): Across A5 / A406 Staples Corner Junction (on road)

With the exception of cycle parking near Keyes Road, which scored as green (good), all cycling provision was rated as amber (average).

The improvements put forward as part of the A5 study to improve conditions for pedestrians and cyclists on the A5 and encourage more people to travel by both modes on the corridor are contained within **Appendix 6**. The suggested improvements are initial proposals that are subject to feasibility and detailed design at a later stage:

5.6 Parking, loading and waiting restrictions

The Controlled Parking Zones within Barnet which are in closest proximity to the A5 Corridor Study area are:

- CT: Close to Cricklewood Railway Station and Cricklewood Town Centre: 09:00-20:00 Mon – Sun.

The Uncontrolled and Controlled Parking Zones within Brent which are in closest proximity to the A5 Corridor Study area are:

- UC7: The Dollis Hill area located to the west of the A5, between Brent reservoir and Gladstone Park with approximately1,950 spaces.

- GM: Cricklewood Town: A5 to east, Dollis Hill to the north, Gladstone Park to the west and Olive Road to the south: 10:00-21:00 Mon – Sat.

- MA: Mapesbury Road: A5 to the east and Chichele Road to the west: 10:00-21:00 Mon – Sat.

The Controlled Parking Zones within Camden which are in closest proximity to the A5 Corridor Study area are:

- CA-P: University College Sports Ground to the north, Fortune Green Road to the east, Minster Road to the south, Westbere Road to the west: 10:00-12:00 Mon – Fri.

  The CPZ is located approximately 3 km from Brent Cross Shopping Centre and 2.4 km from the centre of the Regeneration Area to the south of the A406.

- CA-Q: Richborough Road to the north, Fordwych Road to the east, Minster Road to the south, A5 Cricklewood Broadway to the west: 08:30-18:30 Mon-Fri

  The CPZ is located approximately 3.1 km from Brent Cross Shopping Centre and 2.5 km from the centre of the Regeneration Area to the south of the A406. Cricklewood Railway Station is located approximately 200 metres to the north of the CPZ.

Monitoring of parking will be undertaken, taking into account any concerns from residents. The funding of new or extended Controlled Parking Zones is available through the Consolidated Transport Fund (maximum £1.25m) and would need to be applied for either through the Transport Advisory Group or directly to the Transport Strategy Group (London Borough of Barnet and TfL). The Transport Strategy Group is required to take account of the Transport Advisory Group's recommendations. The requirement for Controlled Parking Zones in relation to construction worker parking activity within Brent has been raised and discussed at the Transport Advisory Group and the need for provision within the Dollis Hill area (UC7) outside the scheme boundary has been agreed between Brent and the developer (as this is outwith the Section 106 agreement related to the Brent Cross Cricklewood development) with an associated financial contribution of £180,000.

Existing parking demand and servicing was surveyed and taken into account in the modelling of the A5 corridor. Observations indicated unloading takes place when prohibited in the AM peak hour on the southbound carriageway at the A5/A407 junction, highlighting a lack of enforcement. Therefore although the analysis has not highlighted any requirement to amend parking, loading or waiting restrictions along the A5, it has identified that the enforcement of current restrictions could be improved. As the detailed design of improvements on the A5 progresses, TfL guidance relating to freight will be taken into account.

5.7 Road Safety

Between 1st March 2008 and 31st December 2013 (70 months) a total of 267 accidents have occurred in the study area.

An examination of the recorded accidents indicated that 236 of the incidents resulted in slight injury (88.4%), 26 of the incidents resulted in serious injury (9.7%) and 5 incidents resulted in a fatality (1.9%).

A comparison of the proportion of accident severity types observed along the A5 corridor with proportions for LB Barnet, outer London boroughs and Greater London (based on data from TfL's *Level of collision risk in Greater London (issue 13), March 2013*) indicates that the make-up of the severity of collisions along the A5 Corridor study area is similar.

However, the number of accidents per km along the A5 corridor (9.31) in 2010 was higher than the average for Barnet (8.02), outer London boroughs (6.77) and Greater London (8.91), although slightly below 'A roads' in the LB Brent (9.35).

Many of the proposals associated with the BXC scheme are likely to enhance levels of road safety along the corridor, potentially reducing accident rates. The proposed BXC design includes a number of junction improvements along the A5 corridor, including new signalised junctions, controlled pedestrian crossings, footway improvements and cycle facilities, improved surfacing and road markings all of which will contribute towards the safe operation of junctions and links.

The following junctions in the study area have recorded the largest number of incidents:

- Staples Corner: 60
- A5 Cricklewood Broadway / A407 Cricklewood Lane / Chichele Road: 40
- A5 Cricklewood Broadway / Temple Road: 16
- A5 Edgware Road / Geron Way (S): 14
- A5 Edgware Road / Oxgate Lane: 12
- A5 Cricklewood Broadway / Ashford Road/ Depot Approach: 12

Junction improvements at the gateway junctions of Staples Corner and the A5 Cricklewood Broadway / A407 Cricklewood Lane / Chichele Road junctions, which have the greatest numbers of accidents, have already been approved as part of the Section 73 Planning Consent. The further improvements proposed within the A5 Study should assist in reducing accidents at the other junctions along the corridor.

In terms of accidents involving heavy goods vehicles, a total of 40 collisions occurred within the study area. This constituted 15% of all collisions along the corridor. 35 of the 40 collisions resulted in slight injury (87.5%), 2 of the incidents resulted in serious injury (5%) and 3 incidents resulted in a fatality (7.5%).

In total, 15 collisions occurred that involved goods vehicles and vulnerable road users within the study area. 9 of the 15 collisions involved non-motorised users (5 involved pedestrians and 4 cyclists) with the remaining 6 involving motorcyclists.

Of the 15 collisions, two were fatal, two resulted in serious injury and 11 were classified as slight in severity. The collisions involving goods vehicles and vulnerable road users occurred at a number of different locations throughout the scheme, with some occurring at junctions and others on links between junctions. An examination of the collisions revealed there were no discernible patterns in terms of the conditions, manoeuvres or characteristics of these types of collisions which occurred. Therefore, no improvements are required.

5.8 Bus priority

The BXC Development has an objective to encourage mode shift away from car borne travel. A target of 17% all development users to travel by bus at the end of Phase 1 rises to 32% by Phase 5, before reducing to 27% once the new train station is operational in the end state. The aim of the A5 Corridor Study in the s106 includes improving conditions for bus users.

The following bus services and associated routes operate within the study area:

16 - Mora Road to Victoria Station
32 - Edgware Station to Kilburn Park Station
245 - Golders Green via Cricklewood Station to Glacier Way
266 - Brent Cross Shopping Centre to Hammersmith via Willesden Junction station
316 - Mora Road to White City Bus Station
332 - Bishops Bridge to Brent Park Tesco
N16 - Edgware Road station to Victoria Station
189 - Brent Cross Shopping Centre to John Prince's Street / Oxford Circus
226 - Golders Green station to Ealing Broadway
260 - Golders Green station to White City Bus Station
460 - North Finchley Bus Station to Pound Lane

There are 14 bus stops situated on the A5 Edgware Road between Staples Corner and the A407 Chichele Road/Cricklewood Lane junction. A further seven bus stops are located within the A5 Corridor Study area within proximity to the Chichele Road/Cricklewood Lane junction.

Bus lanes are located at a number of locations within the vicinity of the BXC development area with approximately 30% of the length of the A5 corridor between Staples Corner and Anson Road being specified as bus lane.

Analysis of base year traffic congestion for bus journey times along the A5 corridor has been undertaken using TfL (iBus) data. Wait times have also been reviewed.

The two key principles for the future year bus strategy consist of:

- Ensuring that sufficient capacity is in place to accommodate all expected bus passengers for each phase of development; and
- Make efficient use of the new transport infrastructure.

The proposed junction and bus infrastructure improvements at end state are highlighted in **Appendix 7**. For the A5 corridor, the junction improvements proposed, in conjunction with the existing bus lanes, results in less delay to buses when compared to all vehicles.

A comparison between the journey times of all traffic and that of just buses travelling on the A5 between the A5/A407 junction and Humber Road has been undertaken based on observed times in 2013 and microsimulation model times in 2021. The results indicate:

2013-2021	Direction	All modes	Buses
AM Peak	Northbound	17%	76 seconds (21%)
	Southbound	55%	94 seconds (25%)
PM Peak	Northbound	12%	52 seconds (12%)
	Southbound	15%	21 seconds (5%)
Saturday Peak	Northbound		-8 seconds (-2%)
	Southbound	9%	1%

Both in a northbound and southbound direction, in the AM peak, PM peak and Saturday peak periods (with the exception of northbound in the AM peak), delays to buses are less than for all traffic. This is due to the impact of bus priority measures. Therefore, the proposals envisaged are sufficient.

5.9 Monitoring

There is a requirement under Condition 37.8 of the Section 73 Consent for a separate Monitoring Strategy Report which must be submitted and approved prior to commencement of any part of the development. This will include monitoring on the A5 corridor.

The need to monitor the operation and transport related impacts of the development takes several forms. The information obtained from the various surveys and sources will be used to both control the impacts arising from the Development and to inform the later stages of the detailed design

The scope of the monitoring is to be agreed prior to commencement of each phase and reviewed annually. The minimum requirements include the following:

- Data for Travel Plans and Delivery Servicing Plans to be updated annually.
- Reporting on construction traffic to be undertaken every 6 months.
- Annual or pre-phase Bus journey time reliability surveys. Annually if based on iBus data or via a series of rolling surveys.
- Surveys for detailed design as and when required.
- Baseline information to be collected as part of Reserved Matter Transport Report where there are more than minor impacts on the networks.
- On going Automatic Traffic Count data, including on local roads, to produce trends and local growth factors, and monitor any local 'rat-running'.

5.10 Summary of the Findings

The analysis undertaken has identified the junctions within the study area where future capacity issues are likely to occur. These include three junctions where the development causes the capacity to exceed 90% and four junctions at capacity where the development causes an increase of saturation in excess of 5%.

Junction improvements are proposed at the previously approved gateway junctions (as per the Section 73 Consent), or via S278 works and a £550,000 fund agreed by the Brent Cross Development Partners in a letter dated 2nd September 2015. As part of this fund, £300,000 has been secured for supplementary measures to mitigate the impact of the development on local roads in the boroughs of Brent and Camden.

Existing pedestrian and cyclist use of the A5 corridor has been assessed. Current cycle usage is minimal and improvements including advanced stop lines, improved surfacing, cycle symbols markings and signage are proposed. The analysis has not highlighted any requirement to amend parking, loading or waiting restrictions along the A5 although the assessment has identified that the enforcement of current restrictions could be improved.

The make-up of the severity of collisions along the A5 Corridor is typical for London, although the number of accidents per km is slightly high. Of the 15 collisions that involved goods vehicles and vulnerable road users (4 of which were cyclists) in the 70 month period analysed, two were fatal and two resulted in serious injury. An examination of these collisions revealed there were no discernible patterns in terms of the conditions, manoeuvres or characteristics of these types of collisions which occurred. Therefore, no associated improvements are proposed.

Due to the impact of bus priority measures, in all three peak periods (with the exception of northbound in the AM peak) the predicted delays to buses in 2021 is less than for all traffic.

6. 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).

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 he submission under Condition 2.7 reveals, with regard to the subject matter of the condition, that:

i. 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

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."

7. 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.

Officers have in considering this application and preparing this report had regard to the requirements of this section and have concluded that a decision to grant approval for the discharge of this condition will comply with the Council's statutory duty under this important legislation.

8. CONCLUSION

Officers have worked closely and collaboratively with the Developers and their advisors and have liaised appropriately with other key stakeholders to ensure that the impacts of the development on the A5 Corridor Study network have been robustly assessed and the enhanced mitigation package is appropriate.

The information submitted is considered to meet the requirements for the discharge of condition 2.7 of outline planning consent F/04687/13. It is

considered that the details submitted are acceptable and therefore APPROVAL is recommended in order to allow condition 2.7 to be discharged.

LIST OF APPENDICES