

**LOCATION:** Central Brent Riverside Park within the vicinity of River Bridge 1, Brent Cross Cricklewood Regeneration Area, London, NW2.

**REFERENCE:** 15/06574/RMA **Received:** 27 Oct, 2015  
**Accepted:** 27 Oct, 2015

**WARD:** Golders Green **Expiry:** 26 Jan, 2016

**APPLICANT:** Brent Cross Development Partners

**PROPOSAL:** Submission of Reserved Matters Application within Phase 1A (North) of the Brent Cross Cricklewood Regeneration Area; relating to Layout, Scale, Appearance, Access and Landscaping for Central Brent Riverside Park within the vicinity of River Bridge 1. Submission is pursuant to conditions 1.2.1A, and 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 Addendum to the Revised ES Further Information Report

---

## 1. RECOMMENDATION

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

---

## 2. APPLICATION SUMMARY

This Reserved Matters Application relates to Phase 1A (North) of the Brent Cross Cricklewood regeneration, more specifically an alternative design for Nature Park 5 within the vicinity of Central Brent Riverside Park. The application seeks approval in relation to scale, layout, access, appearance and landscaping of the proposed junction pursuant to Conditions 1.2.1.A, 2.1 and part discharge of Condition 13.1 of the 2014 Section 73 planning consent (Ref: F/04687/13).

The Reserved Matters for Phase 1A (North) of the Brent Cross Cricklewood regeneration have previously been approved in relation to: infrastructure (roads, bridges and diversion of the River Brent); Central Brent Riverside Park; open space improvements to Clitterhouse Playing Fields and Claremont Park; and the residential development of Plots 53 and 54 (the Brent Terrace Triangles).

Since the approval of the Reserved Matters for Phase 1A (North), the Brent Cross Development Partners have investigated alternative designs for a number of specific infrastructure items within Phase 1A (North). As a result a further four RMAs were submitted in October 2015 in relation to the following items:

- Bridge Structure B1 (Replacement A406 Templehof Bridge) – alternative design that reduces the overall width of the bridge to accommodate 2 vehicular lanes rather than 4 lanes (removal of dedicated bus lanes), and alternative designs to associated road infrastructure;
- Tilling Road West Realignment and Diversion (Part 1) – alternative design to the Tilling Road / Brent Terrace North junction which reduces the need for temporary tie in works to align the junction with existing Brent Terrace North;
- River Bridge 1 and Central and Western River Brent Alteration & Diversion Works – an alternative design for River Bridge 1 (the western element of the Western Roundabout) which lengthens the structure to improve buildability of the bridge abutments. This results in an alternative design to a small element of the Central and Western River Brent Alterations and Diversion works where it passes through the Western Roundabout; and
- Central Brent Riverside Park – as a result of the above proposed alterations to River Bridge 1, alternative designs are proposed for a small section of the Riverside Park including to Nature Park NP5.

The application before members relates to Nature Park 5. The diverted River Brent will be provided in three distinct phases and Nature Park 5 relates to the Central reach of the river, 'Reach 2'. Details of the adjoining Reaches 1 and 3 will be subject to a future Phase RMAs.

Following detailed Reserved Matters Approval for Phase 1A (North) the Brent Cross Development Partners have reviewed the construction of River Bridge 1 (approved under the Infrastructure RMA, Ref: 15/03312/RMA). Through this process it has become clear that the position of the southern abutment of the bridge which has previously been approved sits within the existing river channel of the River Brent which would complicate the construction process as temporary river diversions would be required before the abutment could be constructed. Therefore, to improve buildability of the bridge the alternative proposal now submitted seeks to move the northern and southern abutments of the bridge south to avoid the existing river channel. This alteration has no impact on the road layout above the bridge which remains unchanged.

The repositioning of the abutments of River Brent Bridge 1 also requires the realignment of the approved diverted river channel slightly to the south over a

length of approximately 90m where it passes beneath the bridge. The amendments to the river channel results in a limited amendment to Nature Park NP5 situated beneath an embankment structure to the Western Roundabout and a section of Central Brent Riverside Park under River Bridge 2.

The application was submitted on 27 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).

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

#### **3.1 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 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.

### **3.2 Phasing of the BXC Regeneration Scheme**

The 2014 S73 Consent is a multi-phase scheme for delivery over a period of 16 years.

Phase 1 is proposed to be delivered in sub phases which are divided between north and south. This is to reflect the new delivery responsibilities including the Council's selection of a preferred development partner, Argent Related, to deliver Brent Cross South. 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-routing 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); 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.

### **3.3 Phase 1A (North) RMAs Previously Approved**

Phase 1A (North) is largely an infrastructure phase comprising necessary highways infrastructure to support the northern development as well as improvements to critical southern junctions, the diversion of the River Brent and associated bridge work, the central section of the Brent Riverside Park, the Living Bridge, replacement Tempelhof Bridge, and improvements to Clitterhouse Playing Fields (Part 1) and Claremont Park.

Reserved Matters have been approved for all of the components of Phase 1A (North). Details are set out in **Appendix 2** (Relevant Planning History) of this report.

### **3.4 Current RMAs for Alternative Designs for specific elements of Phase 1A (North)**

Following a review of the detailed design of the infrastructure within Phase 1A (North), the Brent Cross Development Partners submitted further reserved matters applications in October 2015 for alternative designs to specific items of infrastructure within this phase. These are set out in the table below. This report relates to the RMA for the Central Brent Riverside Park within the vicinity of River Bridge 1.

Table 1: Current Phase 1A (North) RMAs

<p><b><u>Reference:</u></b> 15/06571/RMA</p> <p><b><u>Location:</u></b> Bridge Structure B1 (Replacement A406 Tempelhof Bridge), Brent Cross Cricklewood Regeneration Area, London NW2</p> <p><b><u>Description:</u></b> Amendment to the design of Bridge Structure B1 (Replacement A406 Tempelhof Bridge) Submission of Reserved Matters Application within Phase 1A (North) of the Brent Cross Cricklewood Regeneration Area; relating to Layout, Scale, Appearance, Access and Landscaping for Bridge Structure B1 (Replacement A406 Tempelhof Bridge). Submission is pursuant to conditions 1.2.1A, and 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.</p>
<p><b><u>Reference:</u></b> 15/06572/RMA</p> <p><b><u>Location:</u></b> Tilling Road / Brent Terrace North Junction, Brent Cross Cricklewood Regeneration Area, London NW2</p> <p><b><u>Description:</u></b> Submission of Reserved Matters Application within Phase 1A (North) of the Brent Cross Cricklewood Regeneration Area; relating to Layout, Scale, Appearance, Access and Landscaping for Tilling Road West/Brent Terrace North Junction. Submission is pursuant to conditions 1.2.1A, and 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.</p>
<p><b><u>Reference:</u></b> 15/06573/RMA</p> <p><b><u>Location:</u></b> River Brent Bridge 1, Western And Central Part Of River Brent, Brent Cross Cricklewood Regeneration Area, London, NW2</p> <p><b><u>Description:</u></b> Submission of Reserved Matters Application within Phase 1A (North) of the Brent Cross Cricklewood Regeneration Area; relating to Layout, Scale, Appearance, Access and Landscaping for River Brent Bridge 1 and adjacent parts of River Brent Alternation and diversion works. Submission is pursuant to conditions 1.2.1A, and 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.</p>

**Reference:**

15/06574/RMA

**Location:**

Central Brent Riverside Park Within The Vicinity Of River Brent Bridge 1, Brent Cross Cricklewood Regeneration Area, London, NW2

**Description:**

Submission of Reserved Matters Application within Phase 1A (North) of the Brent Cross Cricklewood Regeneration Area; relating to Layout, Scale, Appearance, Access and Landscaping for Central Brent Riverside Park within the vicinity of River Brent Bridge 1. Submission is pursuant to conditions 1.2.1A, and 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.

### **3.5 Pre-Reserved Matters Conditions**

The 2014 S73 Consent for the Brent Cross Regeneration project includes a number of Pre-Reserved Matters conditions intended to establish key principles of the forthcoming development. The majority of these require submission of reports and strategies 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.

The relevant Pre-RMA Conditions related to Phase 1A (North) of the development have previously been approved prior to the approval of the RMAs in 2015. These are set out in **Appendix 3**. It is therefore not necessary for these conditions to be re-discharged when considering this RMA.

#### **Updates to Pre-RMA Conditions**

A number of the Pre-RMA Conditions are structured such that they require subsequent RMAs to be in accordance with the documents approved under the condition. As a result of the current RMAs for alternative infrastructure designs, a review of the relevant approved Pre-RMA Conditions has been undertaken by the DPs planning consultants. This review has identified areas within the strategies and documents previously approved under the Pre-RMA conditions that need to be updated to ensure that they align with the alternative infrastructure designs now being proposed under these latest RMAs should these alternative proposals be progressed. A list of the current Pre-RMA conditions is also provided in **Appendix 3**.

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

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

#### Brent Cross Cricklewood Regeneration Area

The planning consent for the Brent Cross Cricklewood development relates to a 151 hectare site which 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 of the North Circular as well as the existing Sturgess Park.

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.

The Templehof Bridge and the A41 flyover provide the only existing direct north-south link across the North Circular Road within the site. A section of the River Brent, contained within a concrete channel, flows east to west through the site to the south of the shopping centre.

The London Borough of Brent is located to the immediate west of the application site, on the opposite side of the A5 Edgware Road. The London Borough of Camden adjoins the site to the south at Cricklewood Town Centre.

The site is dominated and constrained by the existing road network and rail infrastructure. It contains industrial land, former railway land, retail 'sheds' and large areas of surface car parking.

To the north, east and south, the site is surrounded by traditional low rise suburban development, predominantly two storey semi-detached houses. These areas of existing housing - with the exception of the Whitefield Estate - are not directly subject to the proposals as they are not contained within the planning application boundary.

The application site currently has a public transport accessibility level (PTAL) varying between 1 and 5, where 1 is low and 6 is high. It includes key parts of the Transport for London Road Network (TLRN) at Hendon Way (A41) and the North Circular Road (A406).

#### Nature Park 5



The application site for this Reserved Matters Application currently comprises the south west car parking facilities associated to the current Brent Cross Shopping Centre. Nature Park 5 is proposed to be located west of the Shopping Centre and proposed to be situated beneath an embankment structure which forms the approved western roundabout and roadway that links to the replacement A406 Templehof Bridge. The A406 North Circular Road is located south of the application site, Tempelhof Bridge is located to the right and Prince Charles Drive runs north of the site.

#### **4.2 Proposal for Nature Park 5 and relationship with approved Reserved Matters Applications**

##### Approved River diversion

Within the remit of the wider regeneration, the River Brent will be diverted from its current channelled course to create a more naturalised meandering river course. The diverted river will run east to west but will be diverted further south towards the A406 North Circular Road to accommodate the extended Brent Cross Shopping Centre before meandering back to its current course to the west and on towards the Welsh Harp reservoir.

The river diversion is defined in three 'reaches' and the approved river diversion relates to the central reach (Reach 2) and is approved under the Phase 1A North Infrastructure Reserved Matters Application Ref: 15/03315/RMA. This reach will be delivered under Phase 1A (North). Reach 1 which extends west from the A41 Hendon Way and Reach 3 which extend east will be delivered at later Phases of the development. For a full description of the approved river division please refer to the committee report for RMA application 15/03312/RMA reported to the 10<sup>th</sup> September Planning Committee.

##### Approved Central Brent Riverside Park

As part of the Brent Cross Cricklewood development a new riverside park will be created along the course of the diverted River Brent, to create an enhanced public open space. The open space is an integral element of the wider Brent Cross development to provide an enhanced public amenity space. As part of this development the provision of a nature park defined as Nature Park 5 has been developed, which sit beneath the elevated roundabout structure forming the approved western roundabout and roadway that links to the replacement A406 Templehof Bridge.

Reserved Matters have previously been approved for Nature Park 5 under the Central Brent Riverside Park RMA (reference 15/03315/RMA). The works comprised the provision of landscaping to accompany the new river corridor, including planting details of the marginal riparian environment, the planting of amenity spaces, the design of retaining walls where required and the design and route of the combined pedestrian, cycle and Environment Agency maintenance route that runs through the riverside park.

For a full description of the approved improvements and overall design for the Central Brent Riverside Park please refer to the committee report for RMA application 15/03315/RMA reported to the 10<sup>th</sup> September Planning Committee.

### Approved Nature Park 5

As result of the detailed design procedure for the Phase 1A (North) Infrastructure RMA (Ref: 15/03312/RMA), the western roundabout which Nature Park 5 sits below, was amended to include a signalised roadway. As a result, to deliver the embankment structure required for the modified roundabout, an area that forms part of the Nature Park was required. The loss in area to Nature Park 5 was added to Nature Park 4. The definition of Nature Park 5 in the glossary of the Section 73 Planning Permission was subsequently amended through a separate Section 96A Planning Application (Ref: 15/04734/NMA). The definition now reads:

*“River Brent Nature Park” means the new nature parks of **0.27 and 0.13ha** to be provided in the Brent Cross West and Brent Cross East Zones respectively alongside the River Brent in accordance with paragraphs 3.25, 5.7, 5.9 and 5.26 and Table 5 of the DSF in the approximate location marked “NP4” and “NP5” on Parameter Plan 003 (in respect of which the indicative layout showing how such park could be carried out in accordance with the parameters and principles approved under this Permission is shown on Indicative Zonal Layout Parameter Plan 027 and 028) and is in accordance with the design principles contained in the Design and Access Statement (including Section B3.2, and the illustrative space typology shown in Section B3.2.3, of the Design Guidelines) wherein they are respectively referred to as River Brent Nature Park 1 and River Brent Nature Park 2”.*

### Alternative Proposals for Nature Park 5 the Subject of this RMA

The principle change proposed by this application does not reduce the area of Nature Park 5 but provides an alternative landscape design to accommodate the new river alignment associated with the alternative designs for River Bridge 1 (the subject of application reference 15/06573/RMA). Drawing BXCR-URS-AH-RM-SK-CE-00013\_P03 demonstrates the boundary and location for Nature Park 5 within the vicinity of River Bridge 1.

The application is supported by the following documents:

- Application Covering Letter
- Explanatory Report
- Reserved Matters Transport Report Phase 1A North Addendum (Ref No. 47065005-TP-RPT-085 Rev 4)
- Alternative Reserved Matters Applications – Environmental Statement Addendum (to the Revised Further Information Report) (October 2015)

- ES Addendum Clarification Letter (21 January 2016)
- Hydraulic Modelling Technical Note (BXCR-URS-RB-XX-RP-HY-00016) (November 2015).

## **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 4**. In summary the application is considered to be in accordance with relevant planning policies. The application is for matters reserved following the grant of the outline planning permission under the 2014 permission and as such the policy considerations and principles 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 Government 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

**759** local residents were consulted by letter dated 28 October 2015. The application was advertised in the local press newspaper; notice dated 28 October 2015 and 6 site notices were erected proximity to the development site on the same date. The consultation letters allowed a 5 week period to respond. 2 letters of objection were received in response to this Planning application.

Statutory consultees and other interest groups were also consulted with regards to this planning application and no concerns were raised.

Following the receipt of amendments and clarifications to the updated Reserved Matters Transport Report Addendum and Environmental Statement, 759 local residents were re-consulted by letter dated 1 February 2016 allowing a two week re-consultation period expiring on 15 February 2016. Statutory Consultees and other interest groups were also re-consulted and no letters of objection were received.

A summary of the comments received and officer comments in response to the first consultation period can be found under **Appendix 5** '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. Details of the developer's own consultation process are set out in the Statement of Community Involvement submitted with the previous Phase 1A (North) Reserved Matters submissions and accorded with the requirements of the approved strategy.

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 Bodies

A summary of the comments received from statutory consultees and other bodies and officer comments in response can be found under **Appendix 5** of this report.

## Internal Consultation responses

**Environmental Health:** EH officers have reviewed the details submitted for this Reserved Matters Application and have no objections.

**Transport and Regeneration:**

Transport and Regeneration officers have reviewed the information and details submitted for this RMA. There are no transport objections to the approval of the alternative landscape design for Nature Park 5.

## **6. PLANNING ASSESSMENT**

### **6.1 2014 Section 73 Consent Parameters and Controls**

The 2014 Section 73 Consent for Brent Cross Cricklewood is a 'hybrid' permission, in that planning permission has been granted in outline for the majority of the proposed development, whilst detailed permission has been granted in relation to the key gateway access junctions.

A series of Parameter Plans and control documents were approved under the Section 73 Consent to provide the framework to control and assess reserved matters. The principle controls are the Revised Development Specification and Framework (RDSF), revised Design Guidelines (RDG), revised Public Realm and Open Stage Strategy (PROSS) and a revised Design and Access Statement (RDAS). Condition 1.16 requires all RMAs to be in accordance with the parameters and principles contained these documents:

- The RDSF provides a detailed specification of the key components of the development (the primary structural elements of the application with regard to access, movement, scale, use, and urban structure and hierarchy) together with a framework to guide its implementation. It also specifies the parameters, principles, constraints and restrictions within which the 'flexible' elements of the scheme are contained. The principal aim of the document is to guide the physical aspects of the development in order to create a high quality scheme which is within the scope of what has been assessed through the Environmental Impact Assessment process;
- The RDAS describes how the primary structural elements combine to establish the character and identity of the development and the way in which development zones come together to form an integrated, diverse, new town centre. It provides a general understanding of the intended character and identity of the development. Many of the aspects of the RDAS are noted to be for illustrative purposes only; and
- The RDG are a working tool that can be used to inform the design process; shaping the way in which BXC evolves over time. It provides a thorough inventory of the key ordering elements that will combine to

form the character and identity outlined in the DAS. The RDG identifies Illustrative Street Typologies which provide an illustrative guide to help the way in which streets defined in Parameter Plan 003 could be developed. These typologies are intended to provide a general guide not a detailed or fixed definition of the final condition as built and it is the over-arching character of the streetscape that is under consideration.

The relevant Parameter Plans approved in the RDSF, in relation to road infrastructure relevant to this Reserved Matters Application are:

#### Parameter Plan 003: Public Realm and Urban Structure

The plan identifies the network of new and existing public spaces and routes between them for pedestrians and cyclists including primary circulation corridors for pedestrians and cyclists and secondary and tertiary routes.

#### Parameter Plan 011: River Brent

The plan identifies the proposed zone for the re-aligned river corridor and illustrates the existing river position for contextual purposes. The plan also indicates the location of new crossing points for both highway infrastructure, and pedestrians and cyclists the proposed new ground levels and crossing point levels are also identified.

## **6.2 Compliance with Parameters**

It is considered that the alternative proposal for Nature Park 5 conforms to the Parameter Plans and the requirements of the DSF, and supporting approved documentation. Parameter Plan 003 defines the general location of Nature Park 5 marked as 'NP5' and is located west of the central reach of the Brent Riverside Park. The Nature Park is located beneath the western roundabout.

The new proposed river alignment does not reduce the defined area of Nature Park 5 which will continue to measure 0.13ha. This complies with the amended Table 4 'Open Space provision' and Table 5 'A schedule of existing and proposed Open Spaces' of the RDSF. It should be noted that both Table 4 and 5 which form part of the RDSF have been previously amended to reflect changes for Nature Park 5, which took place in the light of the detail design process for the road infrastructure. These changes were approved at Planning Committee 10<sup>th</sup> September 2015 (Application Ref: 15/05040/CON) through Conditions 2.4 and 2.5 of the 2014 Section 73 Planning consent, which are structured to specially enable changes to the Revised Development Speciation Framework (RDSF), Revised Design and Access Statement (RDAS) and Revised Design Guidelines (RDG).

Nature Park 5 was previously omitted from both Table 4 and Table 5 and this omission has now been rectified and the alternative proposal forming part of this reserved matters application complies with the approved amendments.

The development has been assessed as being generally compliant with the Section 73 planning permission.

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.

With this in mind, it will be noted that conditions 44.2 - 44.4 of the Section 73 Consent relate specifically to the diversion of the River Brent and associated works. Condition 44.2 is a pre-commencement condition and states that no development is to take place within Phase 1 or any sub phase or phase unless and until details of the River Brent alteration and diversion works relevant to phase 1 have been submitted and approved. The details are specified in the condition and include for example details of flood storage and a scheme to provide a return overland flood flow route from the flood plain on the North Circular Road to the River Brent.

Condition 44.3 relates to the storage of materials within the River Brent corridor. Condition 44.4 is also a pre-commencement condition and states that no development will begin within Phase 1 (or Sub Phase of Phase 1) or any other Phase unless and until a geomorphological assessment and scheme demonstrating, for that element of the River Brent Alteration and Diversion Works relevant to such Phase, that the realignment of the River Brent is sustainable, shall have been submitted to, and approved in writing by the Local Planning Authority.

In addition, Condition 44.5 – 44.9 relate to surface water drainage and 44.5 requires that any Sustainable Urban Drainage System to be submitted for approval in accordance with Condition 1.27 in relation to each Phase or Sub-Phase shall be integral to the site and ensures a commitment to a minimum 25% reduction in surface runoff of current 1 in 100 year flow plus 30% for climate change through incorporation of SUDS features, such as Green and Brown Roofs, detention basins, gravelled areas, swales, permeable paving and pipe storage. It must be demonstrated that SuDS have been maximised across the site, with justification provided if targets set in the London Plan cannot be met.

Condition 44.10 relates to the Water Framework Directive and states that no development shall begin within any Phase or Sub Phase until a detailed Water Framework Directive Assessment examining the impacts to the watercourses on site and associated mitigation measures has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

The Environmental Agency (EA) have been consulted on this application and have no objections regarding the alternative River Diversion and therefore the alternative proposal would have negligible impact to Nature Park 5.

In summary, the alternative design of River Bridge 1, river corridor works and amendment to Nature Park NP5 in Phase 1A are consistent with the parameters of the 2014 Section 73 Consent.

### **6.3 Ecology, Landscaping and Bio-diversity**

One of the key aims of the river diversion is to improve local bio-diversity within the riverside park environment. The alternative proposal for Nature Park 5, as demonstrated on drawing Ref: 1065-030-006, identifies that there are marginal landscape amendments to accommodate the alternative river channel alignment. The river channel and gabions within the channel have slightly been relocated to the south. The northern pavement has been realigned and it is considered the development proposes a landscape regime that is appropriate to the wider Riverside Park environment. Further landscape enhancements have been included and the design will provide a positive ecological enhancement.

No new tree or shrub planting has been introduced and the numbers of trees remain the same as previously approved, but the locations of the proposed trees has been adjusted within the Nature Park to accommodate the proposed river alignment. The Environmental Agency (EA) has been consulted regarding the above changes and no objections have been raised. The proposal would have a negligible impact on flood risk and the revised hydraulic modelling submitted to support the application appropriately reflects that no new or different impacts have been identified.

The landscaping within this nature park continues to provide and an area of ecological enhancements & backwater, with seating provided on the northern bank and the planting is to be of native species.

A landscape Implementation Works Programme for this section of Nature Park NP5 as required with Condition 27.6 has been submitted as an appendix to the Explanatory Report accompanying this RMA. The report states that the programme has been prepared by the developers based on the best information available at this stage however may be subject to change depending on the Detailed Delivery Programme for the phase which is required to be submitted under Condition 5.1 of the 2014 Section 73 Consent. A condition is therefore proposed to be imposed on this RMA to requiring the landscaping works to be implemented in accordance with the submitted programme unless any minor revisions are approved in writing by the LPA.

### **6.4 Pedestrian, Cycle and Maintenance Access**

The revised DSF incorporates Parameter Plan 011 with specific reference to River Brent. The Parameter Plan shows the general arrangements relating to the river diversion route, extent of riverside park and access points. With regards to Reach 2 of the Riverside Park, the approved DSF states that the combined pedestrian/cycle and Environment Agency maintenance route



should be located on the northern side of the diverted river and be a minimum of 6m wide. There is no requirement to provide access along the southern side of the riverside park within Reach 2.

There is no direct public access to Nature Park 5 but an Environment Agency Maintenance Route and combined pedestrian/cycle path route is included within the defined area. This combined maintenance route is designed as a minimum 6m wide route to accord with the Parameter Plan 011. In some areas the brushed concrete surface has reduced to a minimum of 4m with a maximum 2m planted area as a 'grasscrete' type surface to allow EA vehicles to drive across the surface. It should be noted that no alternative amendments have been submitted forming part of this RMA and the routed design complies with the provisions of the approved Parameter Plans.

## **6.5 Surface Water Management and Estate Management Framework for Phase 1A (North)**

There are a number of conditions which relate to surface water management, flood risk and the diversion of the River Brent and associated works attached to the 2014 Section 73 Planning Consent. The Hydraulic Modelling Update submitted has been reviewed by the Environment Agency who have confirmed they have no objections to this reserved matters application that the revised Bridge 1 alignment will have a negligible impact on flood risk and that the revised model appropriately reflects the new layout.

Condition 7.1 of the Section 73 Consent requires an Estate Management Framework to be submitted for each phase of the development. The agreed responsibilities and details for Nature Park 5 have been approved under the Central Brent Riverside Park RMA application (15/03312RMA) and approved Estate Management Framework for Phase 1A (North) of the development (reference 15/00667/CON).

## **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).

The 2014 Permission was subject to an Environmental Impact Assessment (EIA) process undertaken in line with the Regulations and was reported in the Environmental Statement (ES) dated October 2013 (BXC02).

Regulation 8 of the Regulations requires local planning authorities to consider whether or not the environmental information already before them (i.e. BXC02 submitted with hybrid application F/04687/13 and any additional environmental information) is adequate to assess the environmental effects of

the development.

To demonstrate the continued acceptability of the ES associated with application F/04687/13 in the context of the detailed reserved matters applications for Phase 1A (North) an Environmental Statement Further Information Report (the 'ES FIR') was submitted with the previous RMAs. The ES FIR considered the impact of all relevant aspects of Phase 1A (North) including all of the Reserved Matters submissions and their individual and cumulative effects.

An ES Addendum report was submitted to accompany the current Reserved Matters Applications (RMAs) for the alternative infrastructure designs within Phase 1A (North) (hereafter referred to as 'the October 2015 ES Addendum').

The October 2015 ES Addendum to the Revised ES Further Information Report (Volume 3) provides, where necessary, further environmental review and assessment pursuant to the October 2013 ES and Revised ES Further Information Report June 2015, as considered necessary to inform the assessment of the alternative RMAs as submitted.

Following submission of the Reserved Matters Transport Report Phase 1A North Addendum in January 2016 the developers also submitted a Clarification Letter (dated 21 January 2016) to the October 2015 ES Addendum report which provided clarification on the EIA implications of the updated transport modelling report and the hydraulic modelling outcomes and an associated report in relation to the alternative River Bridge 1 RMA.

Following the submission of the October 2015 ES Addendum, subsequent work was undertaken by transport consultants AECOM to update the Reserved Matters Transport Report (RMTR) submitted with the RMAs to report on the outcomes of transport modelling in relation to the 2031 End State year for the Brent Cross Cricklewood development, but including the Phase 1A (North) Alternative RMAs. This information is presented in the Reserved Matters Transport Report: Sub Phase 1A North: Addendum dated January 2016 (hereafter referred to as 'RMTR Addendum') which replaces the RMTR Addendum submitted in October 2015 in full.

The ES Addendum Clarification Letter outlines the outcome of the review of the updated traffic data and content of the RMTR Addendum in relation to the RMAs for Tempelhof Bridge and Brent Terrace North, and the outcome of the hydraulic modelling undertaken in respect of the RMA for the alternative River Bridge 1, and whether the impacts previously reported in the Section 73 ES (October 2013) and Revised ES Further Information Report (June 2015) remain valid or whether any new or different impacts have been identified.

## **7.1 Assessment Relating to Central Brent Riverside Park and Nature Park 4**

For the purposes of this committee report, the assessment in relation to the alternative design for the landscaping associated with the stretch of the Central Brent Riverside Park and Nature Park 4 as they relate to the amended river channel associated with the changes to River Bridge 1 is set out below.

## **7.2 EIA Statement of Conformity**

The ES Addendum Clarification Letter concludes that in light of the review of the updated transport modelling and content of the RMTR Addendum (January 2016) and AECOM's November 2015 Technical Note on hydraulic modelling, and having regard to the content of the October 2015 ES Addendum, it is considered that there would be no material change to the environmental assessment (significant impacts and mitigation) as reported in the Section 73 ES (October 2013) and Revised ES Further Information Report (June 2015) for each of the Alternative RMAs submitted for Phase 1A (North). As such, the Alternative RMAs are not considered to result in any new or different likely significant environmental impacts from those reported in the Section 73 ES (October 2013) and Revised ES Further Information Report (June 2015).

## **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.

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

The wider Brent Cross Cricklewood development site will generally be accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users of the site.

Access to the Riverside Park is restricted to no motor based traffic, with the exclusion of Environment Agency maintenance vehicles. The EA maintenance access route is suitable for all pedestrians.

To provide inclusive access to the wider Riverside Park, step free access facilities have been previously approved under RMA Ref: 15/03315/RMA, comprising two graded ramps and the provision of lifts from Living Bridge level to the bus station level and from the bus station level down to the lower Riverside Park walkway. The first graded ramp option is the provision of a ramped access within reach 3 to the west and is essentially the EA maintenance access route but is designed to also be suitable for use by pedestrians. The other graded ramped access is located within reach 2 and is located between the point where Tempelhof Bridge crosses the river and crosses over Nature Park 5. It is considered none of the above inclusive access facilities have been amended under this application.

## **9. CONCLUSION**

Reserved Matters for all of the components of Phase 1A (North) have previously been approved. Since then the Brent Cross Development Partners have investigated alternative designs for a number of specific infrastructure items within Phase 1A (North) and as a result a further four RMAs were submitted in October 2015 in relation to the Replacement A406 Templehof Bridge; Tilling Road / Brent Terrace North junction; alternative design for River Bridge 1; and alternative designs are proposed for a small section of the Riverside Park including to Nature Park NP5 as a result of the changes to River Bridge 1.

This application seeks Reserved Matters approval for the provision of an alternative landscape proposal for Nature Park 5 as a result of the adjustments to the southern abutment of the River Bridge 1 (proposed under RMA Ref: 15/06573/RMA) will be placed within the existing River Brent channel. This would complicate construction and temporary river diversions would be required before the abutment can be constructed.

Officers consider the alternative landscape changes are acceptable; it would have marginal impact to the wider Central Brent Riverside Park and does not differ significantly from the RMA proposal which was previously 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 AND INFORMATIVES

APPENDIX 2 – RELEVANT PLANNING HISTORY

APPENDIX 3 – PRE RESERVED MATTERS CONDITIONS

APPENDIX 4 – POLICY COMPLIANCE

APPENDIX 5 – OBJECTIONS AND OFFICER RESPONSES

## APPENDIX 1

### CONDITIONS AND INFORMATIVES

**Conditions:**

<b>1</b>	<b>Approved plans</b>																						
	<p>The term “development” in this condition and the conditions below means the development for which details of reserved matters are hereby permitted.</p> <p>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:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%;">Brent Cross Phase 1A North Site Location Plan Riverside in Vicinity of River Bridge 1 RMA</td> <td style="width: 25%;">BXCR-URS-AH-RM-SK-CE-00013</td> <td style="width: 10%;">P03</td> <td style="width: 15%;"></td> </tr> <tr> <td>Reach 2 Brent Riverside Park GA</td> <td>1065-03-006</td> <td>R</td> <td></td> </tr> <tr> <td>Reach 2 Planting Plan</td> <td>1065-03-206</td> <td>N</td> <td></td> </tr> <tr> <td>Detail Plan 3 - Nature Park 5</td> <td>1065-03-432</td> <td>K</td> <td></td> </tr> <tr> <td>Nature Park 5 Section</td> <td>1065-03-437</td> <td>K</td> <td></td> </tr> </table> <p>Reason:</p> <p>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.</p>			Brent Cross Phase 1A North Site Location Plan Riverside in Vicinity of River Bridge 1 RMA	BXCR-URS-AH-RM-SK-CE-00013	P03		Reach 2 Brent Riverside Park GA	1065-03-006	R		Reach 2 Planting Plan	1065-03-206	N		Detail Plan 3 - Nature Park 5	1065-03-432	K		Nature Park 5 Section	1065-03-437	K	
Brent Cross Phase 1A North Site Location Plan Riverside in Vicinity of River Bridge 1 RMA	BXCR-URS-AH-RM-SK-CE-00013	P03																					
Reach 2 Brent Riverside Park GA	1065-03-006	R																					
Reach 2 Planting Plan	1065-03-206	N																					
Detail Plan 3 - Nature Park 5	1065-03-432	K																					
Nature Park 5 Section	1065-03-437	K																					
<b>2</b>	<b>Landscaping Implementation</b>																						
	<p>Development shall be implemented in accordance with the River Brent Park Landscape Implementation Works Programme (Revision B) Dated 28.05.2015 submitted in Appendix 2 of the Explanatory Report dated October 2015 (ref Q20027). Revisions to the programme as a result of the approval of the Detailed Delivery Programme under Condition 5.1 or for any other minor revisions shall be submitted to and approved in writing by the LPA.</p> <p>Reason:</p> <p>To ensure the satisfactory appearance and timely delivery of the development in accordance with Policies CS5 and CS7 of the Local Plan Core Strategy DPD (adopted September 2012), Policy C1 and C4 of the Chapter 12 saved UDP Policies the Sustainable Design and Construction SPD (adopted April 2013) and 7.21 of the London Plan 2011.</p>																						

**Informatives:**

<p><b>1</b></p>	<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 data-bbox="341 479 1353 734">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 data-bbox="341 770 1353 945">ii. 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) remains adequate to assess the environmental effects of the development.</li></ul>
-----------------	--

## APPENDIX 2

### RELEVANT PLANNING HISTORY

#### Outline Planning Permission

**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 is accompanied by an Environmental Statement.

**Reference:**

F/04687/13 (granted 23 July 2014)

**Location:**

Brent Cross Cricklewood Regeneration Area, North West, London, NW2

**Description:**

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 application is accompanied by an Environmental Statement.

### **Phase 1A (North) Reserved Matters**

**Reference:**

15/00720/RMA (granted 09/06/2015)

**Location:**

Land off Brent Terrace, London, NW2 (The Brent Terrace Triangles)

**Description:**

Reserved Matters application within Phase 1a (North) of the Brent Cross Cricklewood Regeneration Scheme relating to Layout, Scale, Appearance, Access and Landscaping, for the residential development of Plots 53 and 54 comprising 47 Residential Units Submission is pursuant to conditions 1.2.1.A, 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 Further Information Report.

**Reference:**

15/00769/RMA (granted 25/06/2015)

**Location:**

Clitterhouse Playing Fields And Claremont Open Space, Off Claremont Road London NW2

**Description:**

Reserved Matters application within Phase 1A (North) of the Brent Cross Cricklewood Regeneration area, submitted pursuant to conditions 1.2.1.A, 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 Brent Cross Cricklewood, relating to Layout, Scale, Appearance, Access and Landscaping for the Open Spaces of Clitterhouse Playing Fields and Claremont Park, including the provision of a sports pavilion, maintenance store and associated car parking. Application is accompanied by an Environmental Statement Further Information Report.

**Reference:**

15/03312/RMA (granted 22/01/2016)

**Location:**

Brent Cross Cricklewood Regeneration Area, North West London, NW2

**Description:**

Reserved Matters application within Phase 1a (North) of the Brent Cross Cricklewood Regeneration scheme relating to Layout, Scale, Appearance, Access and Landscaping for infrastructure including roads, bridges and River Brent diversion works; Submission is pursuant to conditions 1.2.1.A, 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 Further Information Report.

**Reference:**

15/03315/RMA (granted 22/01/2016)

**Location:**

Central Brent Riverside Park, Brent Cross Cricklewood, London, NW2

**Description:**

Reserved Matters application within Phase 1A (North) of the Brent Cross Cricklewood Regeneration area, submitted pursuant to conditions 1.2.1A, and 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 Brent Cross Cricklewood, relating to Layout, Scale, Appearance, Access and Landscaping for the Open Space of the Central Brent Riverside Park. Application is accompanied by an Environmental Statement Further Information Report.

**Reference:**

15/05040/CON (granted Feb 2016)

**Location:**

Brent Cross Cricklewood Regeneration Area, North West London, NW2

**Description:**

Submission under conditions 2.4 and 2.5 for revision of the Development Specification and Framework and Design and Access Statement attached to Section 73 permission reference F/04687/13 for the Comprehensive mixed-use redevelopment of the BXC Regeneration Area. Changes relate to the provision of Phase 1A (North) Infrastructure and Central Brent Riverside Park (Reach 2) Open Space, Landscaping, Access and Bio-diversity proposals together with minor consequential changes to the section 73 permission.

## **Phase 1A (South) Reserved Matters**

**Reference:**

15/06518/RMA (Resolution to grant at Planning Committee 27 January 2016)

**Location:**

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

**Description:**

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.

## **Section 96A (Non-Material Minor Amendment) Applications**

**Reference:**

15/01038/NMA (granted 3/08/2015)

**Location:**

Brent Cross Cricklewood Regeneration Area, North West, London, NW2

**Description:**

Section 96A submission for non-material amendments to Section 73 Permission F/04687/13 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area.

Amendments include:

Definitions of: "Parameter Plans" and "Community Facilities (Clitterhouse Playing Fields Zone)";

and,

Amendments to Condition 1.30

**Reference:**

15/04734/NMA (granted 9.10.2015)

**Location:**

Brent Cross Cricklewood Regeneration Area, North West, London, NW2

**Description:**

Section 96A submission for non-material amendments to Section 73 Permission F/04687/13 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area.

Amendments include:

Definitions of: "Parameter Plans", "Brent Riverside Park", "River Brent Nature Park" "Whitefield Estate Replacement Units (Part 1)", A406 Brent Cross Ingress/Egress Junction Improvements" and Amendments to Condition 1.29.

**Reference:**

15/06197/NMA (granted 22.11.2015)

**Location:**

Brent Cross Cricklewood Regeneration Area, North West, London, NW2

**Description:**

Section 96A submission for non-material amendments to section 73 planning permission ref: F/04687/13 approved 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area. Amendments proposed: to impose the following additional condition to planning permission F/04687/13 regarding the implementation of Phase 1A (North):

"For the purposes of Condition 1.1.1A, but not for the purposes of Conditions 1.5.2, A(i) or B(i) nor for the purpose of condition 1.6, notwithstanding that the requirements of any of the other conditions imposed on this planning permission, or any approval granted under it, have not first been met, satisfied or otherwise discharged (either in whole or in part), the development hereby permitted may be begun by the carrying out of the following material operation namely the digging of a trench to contain part of the piled foundations for the northern support of the pedestrian River Brent Bridge (Bridge 10) as shown on drawings BXCR-URS-AH-RM-DR-CE-00007 P09 and BXCR-URS-D2-XX-AP-SE-00001 P03. Before such material operation is begun (a) details of temporary fencing for the relevant area of the works shall be submitted to and approved in writing by the Council, and (b) the temporary fencing shall be provided as approved."

### APPENDIX 3

#### PRE RESERVED MATTERS CONDITIONS

Pre RMA Planning Reference	Description	Registration Date Status	
15/00660/CON	Illustrative Reconciliation Plan to clear condition 1.17 for Phase 1a (North) 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: 15.12.2015
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
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
14/08111/CON	Servicing and Delivery Strategy for Sub-Phase 1A North to address condition 1.22 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
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	09.12.2014	Discharged: 31.03.2015

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
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
14/07888/CON	Site measurement of Open Space to address condition 2.3 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: 10.07.2015
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	Recommended for Approval at Planning Committee 10.09.2015 – amended plans received and currently under Consideration
14/08110/CON	Pedestrian and Cycle Strategy for Phase 1A North to address condition 2.8 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: 10.09.2015
15/00667/CON	Estate Management Framework to address condition 7.1 for Phase 1a (North) 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: 10.09.2015

14/08109/CON	Car Parking Management Strategy to address condition 11.1 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: 10.09.2015
14/08108/CON	Phase Car Parking Standards and the Phase Car Parking Strategy for Sub Phase 1A North to address condition 11.2 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: 10.09.2015
14/07897/CON	Existing Landscape Mitigation Measures in relation to Phase 1a North to address condition 27.1 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: 10.09.2015
14/07896/CON	Tree Protection Method Statement in relation to Phase 1a North to address condition 27.2 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: 10.09.2015
15/00668/CON	Acoustic Design Report to address condition 29.1 for Phase 1a (North) 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: 10.09.2015

15/00812/CON	Proposed Phase Transport Report for Phase 1 to address condition 37.2 of S73 Planning Application reference F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	10.02.2015	Discharged: 10.09.2015
--------------	--	------------	---------------------------

### **Pre Reserved Matters Conditions Updates**

<b>Pre RMA Planning Reference</b>	<b>Description</b>	<b>Registration Date Status</b>	
15/07955/CON	Update to the Area Wide Walking and Cycling Study approved under Condition 1.20 (ref: 14/08105/CON; dated 10/09/2015) of the Section 73 Planning Approval Ref: F/04687/13 approved 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area	24.12.2015	Under Consideration
15/07954/CON	Update to the Pedestrian and Cycle Strategy approved under Condition 2.8 (ref: 14/08110/CON; dated 10/09/2015) of the Section 73 Planning Approval Ref: F/04687/13 approved 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area	24.12.2015	Under Consideration
15/07953/CON	Update to the Phase Transport Report for Phase 1 approved under Condition 37.2 (ref: 14/08110/CON; dated 10/09/2015) of the Section 73 Planning Approval Ref: F/04687/13 approved 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area	24.12.2015	Under Consideration



## APPENDIX 4 – 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

Policy	Content Summary	Extent of compliance and comment
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 Nature Park 5 within the wider development is to create opportunities for wild life and support biodiversity.
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, Nature Park 5 will provide the opportunities for natural habitats and improve and maintain the ecology within the local area.
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: The proposed enhancements are associated with the diverted River Brent and will be provided in three distinct phases. The Central Brent Riverside Park is Reach 2. Nature Park 5 forms within the early delivery, which is to be completed as part of the Phase 1A (N) given the close linkage between the diversion of the River Brent and the enhanced infrastructure. Nature Parks are designed to support natural habitats and support the biodiversity throughout the wider development.
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.  The Central Brent Riverside Park will be developed as a Linear Park/ Green Corridor and contributes to the wider regeneration aims. Nature Park 5 supports the Central Brent Riverside Park to provide an area of ecological enhancement and backwater.

Policy	Content Summary	Extent of compliance and comment
Policy 2.18 (Green infrastructure: the multi-functional network of green and open spaces)	Development proposals should protect, promote, expand and manage the extent and quality of, and access to, London's network of green infrastructure.	Compliant: The Riverside park and Nature Parks will connect into the proposed sequence of open spaces lining different green spaces throughout the regeneration.
Policy 3.2 (Improving health and addressing health inequalities)	New developments should be designed, constructed and managed in ways that improve health, promote healthy lifestyles and wellbeing of communities.	Compliant: The design of the development has been influenced by the desire to create a healthy environment. The proposal is found to be compliant with the objectives of this policy.
Policy 5.10 (Urban greening);	Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening, including the public realm. Elements that can contribute to this including tree planting and soft landscaping	Compliant: The wider development includes an increase of approximately 9 hectares of open space/public realm which will significantly contribute to the urban greening of BXC. This includes the provision of a range of spaces such as Nature Parks, City Gardens, Neighbourhood and Community Parks.
Policy 5.12 (Flood risk management); Policy 5.13 (Sustainable drainage)	<p>Proposals must comply with the flood risk assessment and management requirements of set out in the NPPF and supporting Technical Guidance.</p> <p>Proposals should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other objectives of the London Plan.</p>	<p>Compliant: The proposals have been based on a comprehensive flood risk assessment that has been previously accepted by the Environment Agency. It is therefore considered that the application complies with this policy.</p> <p>Furthermore, Conditions 44.2 - 44.4 of the s73 permission relate specifically to the diversion of the River Brent and associated works. This proposal has been based on initial technical work around the content of the above planning conditions and therefore complies with the policy.</p>
Policy 7.1 (Lifetime Neighbourhood)	Development should enable people to live healthy, active lives; should maximize the opportunity for community diversity, inclusion and cohesion; and should contribute to people's sense of place, safety and security. Places of work and leisure, streets, neighbourhoods, parks and open spaces should be designed to meet the needs of the community at all stages of people's lives, and should meet the principles of lifetime neighbourhoods.	Compliant: A key objective of the BXC scheme is to create a sustainable and balanced community. The new and existing community will benefit from the enhanced Riverside Park.

Policy	Content Summary	Extent of compliance and comment
Policy 7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.	Compliant: The Estate Management Framework includes a section on Safety in the Public Realm and notes that the Shopping Centre CCTV strategy extends to the Central Brent Riverside Park.
Policy 7.4 (Local character);	Buildings, streets and open spaces should provide a high quality design that has regard to the pattern and grain of the existing spaces in orientation, scale, proportion and mass. Contributes to a positive relationship between the urban structure and natural landscape features.	Compliant: The urban design principles that underpin the BXC masterplan as set out in the Revised Design and Access Statement, Design Guidelines, DSF and Parameter Plans fulfil the key criteria of these policies to provide high quality buildings, streets and spaces. The development incorporates the principles of "Secured by Design".
Policy 7.5 (Public realm);	Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space.	Compliant: The Riverside Park and Nature Park 5 has been designed to ensure that it is accessible and user friendly.
Policy 7.13 (Safety Security and Resilience to Emergency)	Development proposals should contribute to the minimization of potential physical risks, including those arising as a result of flood and related hazards.	<p>Compliant: The proposed development will be subject to a proposed lighting strategy which will assist in designing out crime.</p> <p>In addition, the draft Estate Management Framework includes a section on Safety in the Public Realm and notes that the Shopping Centre CCTV strategy extends to the Central Brent Riverside Park.</p> <p>As regards risk associated with flooding, the management of Riverside Park and Nature Park sits with the developers and a requirement should be inserted in the Estate Management Framework to ensure that a strategy is developed to address public access to the access route at times of flood or imminent flood. By controlling access at times of risk this issue can be addressed.</p>
Policy 7.18 (Protecting open space and addressing deficiency)	The loss of protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would	Compliant: The proposals will see the provision of an enhanced naturalised riverside park setting to replace the existing canalised River Brent where this sits within the Brent Cross area. The new park will provide an area of public open space that currently does not exist and will in addition provide improved ecology and biodiversity.

Policy	Content Summary	Extent of compliance and comment
	be appropriate	
Policy 7.19 (Biodiversity and access to nature)	<p>Proposals should:</p> <ul style="list-style-type: none"> <li>- Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity.</li> <li>- Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites.</li> <li>- Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan.</li> </ul>	Compliant: One of the key principles of this proposal is to improve local bio-diversity within the Riverside Park environment. The creation of a marginal wetland environment associated with the river will help facilitate this aim. It is considered that the development will result in a net gain in biodiversity in terms of habitat quality and connectivity.
Policy 7.21 (Trees and woodlands)	Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments.	Compliant: Tree and shrub planting will be introduced within the wider corridor, throughout the river channel. Amenity grass areas will be planted in a mix of general meadow and wildflower planting in addition to general amenity grass planting areas; these will all be located above the 1 in 100 year flood level to ensure they are less likely to suffer from water inundation.
Policy 7.28 (Restoration of The Blue Ribbon Network)	Development proposals should restore and enhance the Blue Ribbon Network by taking opportunities to open culverts and naturalise river channels, increasing habitat value and protect the open character of the Blue Ribbon Network.	Compliant: It is considered that the proposal enhances local habitat, ecology and biodiversity and makes a positive contribution to the area. The proposal is in accordance with this policy.
Policy 7.30 (London's canals and other rivers and water spaces)	Development proposals along London's canal network and other rivers and water bodies (such as reservoirs, lakes and ponds) should respect their local character and contribute to their accessibility and active water related uses, in particular transport uses, where these are possible.	Compliant: It is considered that the Nature Park will contribute to the overall improvement of the habitat of rivers, brooks and streams in accordance with this policy. The Environment Agency has been consulted on the application and a Hydraulic Note has been provided to conclude the alternative river realignment has negligible impact on flood risk.

**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 Policy 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)	<p>As part of its 'Three Strands Approach' the council will:</p> <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 distinctiveness of Barnet as a place to live, work and visit.</li> <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>Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives.</p> <p>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.</p> <p>The proposed development relates to matters reserved following the grant of planning permission in 2014. The proposed enhancements and alternative realignment related to the associated diverted River Brent, which will be provided in three distinct phases. The current phase within this RMA relates to the Central Brent reach of the river, 'Reach 2'. The proposal will provide significant ecological enhancement and back water, with seating facilities on the Northern Bank.</p>
CS2 – Brent Cross Cricklewood	<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</li> </ul>	<p>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 Central Brent Riverside Park area or Reach 2, is to be completed as part of the Phase 1A (N) works to ensure that the setting of the Living Bridge and associated infrastructure is delivered at the outset. The provision of significantly improved open spaces will provide facilities for existing residents in the area as well as future residents in subsequent years as new</p>

Policy	Content Summary	Extent of Compliance and Comment
	<p>circumstances the Local Plan needs to be reviewed.</p> <ul style="list-style-type: none"> <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>housing is brought forward.</p>
<p>CS5 (Protecting and enhancing Barnet's character to create high quality places)</p>	<p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> <li>- Address the principles, aims and objectives set out in the relevant national guidance.</li> <li>- Be safe attractive and fully accessible.</li> <li>- Provide vibrant, attractive and accessible public spaces.</li> <li>- Respect and enhance the distinctive natural landscapes of Barnet.</li> <li>- Protect and enhance the gardens of residential properties.</li> </ul>	<p>Compliant: It is considered that the Section 73 approved application takes into account the requirements of different groups and sectors of the community.</p> <p>Nature Park 5 will provide the opportunities for natural habitats and improve and maintain the ecology within the local area.</p> <p>The river channel associated with the diverted River Brent will provide flood defences for a 1:5 year event scenario. The channel, including the maintenance route will be allowed to flood naturally out with this event scenario. It is intended that the Management Framework Agreement will ensure that access is restricted during flood events.</p> <p>The proposed development is consistent with approved Parameter Plan 011 (River Brent) and Parameter Plan 003 (Public</p>

Policy	Content Summary	Extent of Compliance and Comment
	<ul style="list-style-type: none"> <li>- Protect important local views.</li> <li>- Protect and enhance the boroughs high quality suburbs and historic areas and heritage.</li> <li>- Maximise the opportunity for community diversity, inclusion and cohesion.</li> <li>- Contribute to people's sense of place, safety and security.</li> </ul>	<p>Realm).</p>
<p>CS7 (Enhancing and protecting Barnet's open spaces)</p>	<p>Protection and enhancement of Metropolitan Open Space</p> <p>Create a greener Barnet by:</p> <ul style="list-style-type: none"> <li>- Meeting increased demand for access to open space and opportunities for physical activity.</li> <li>- Improving access to open space in areas of public open space deficiency.</li> <li>- Securing improvements to open spaces including provision for children's play sports facilities and better access arrangements, where opportunities arise.</li> <li>- Maintaining and improving greening by protecting incidental spaces, trees, hedgerows and watercourses.</li> <li>- Protecting existing site ecology and ensuring development makes the fullest contributions enhancing biodiversity.</li> <li>- Enhancing local food production</li> <li>- Improve the green networks</li> </ul>	<p>Compliant: Provision of landscaping under this phase is appropriate given the close linkage between the diversion of the River Brent and the provision of new infrastructure and, the desire to provide a completed scheme within this location.</p> <p>The proposal will provide a significant enhancement and provide a valuable space for both local residents and for future residents.</p> <p>Once completed the Riverside park will connect into the proposed sequence of open spaces lining different green spaces throughout Brent Cross, primarily by way of access to/from the Living Bridge which connects south via market square to Clitterhouse Playing Fields and Claremont Park.</p> <p>An extensive planting strategy and landscaping proposals, together with enhanced habitat and ecology areas further ensures that the development complies with this policy.</p>
<p>CS11 (Improving health and wellbeing in Barnet)</p>	<p>Will improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased access to green spaces and improving opportunities for higher levels of physical activity.</p>	<p>Compliant: although the Nature Park serves to enhance the setting of the redevelopment of Brent Cross shopping Centre it will do so in a manner which provides an enhanced river corridor with improved ecology, biodiversity and visual amenity.</p>
<p>CS12 (Making Barnet a safer place)</p>	<p>The Council will:</p> <ul style="list-style-type: none"> <li>- Encourage appropriate security and community safety measures in developments and the transport network.</li> <li>- Require developers to demonstrate that they have incorporated community safety</li> </ul>	<p>Compliant: The Estate Management Framework Agreement advises that a team of SIA (Security Industry Association) accredited CCTV operators (closed circuit television) will operate an extensive system within Brent Cross shopping centre 24 hours of every day supporting the Duty Assistant team in providing a safe and secure</p>

Policy	Content Summary	Extent of Compliance and Comment
	<p>and security design principles in new development.</p> <ul style="list-style-type: none"> <li>- Promote safer streets and public areas, including open spaces.</li> </ul>	<p>environment.</p> <p>These systems will extend to the Central Brent Riverside Park and Living Bridge (surface).</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 S73 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>
<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></p>		
GCrick Cricklewood, Brent Cross and West Hendon Regeneration Area	<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 over the plan period.</li> </ul>	<p>Compliant: the development is consistent with this strategic aim, falling as it does within the terms of the S73 permission.</p>
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>	<p>Compliant: The scheme accords with this policy. The proposals are Phase 1A (N) proposals within the scope of the S73 permission, the first phase of development within the wider Brent Cross Cricklewood regeneration project.</p>
C2 Urban Design & Quality	<p>-The Council will seek to achieve the standards of urban design for the Regeneration Area to result in a development of landmark quality.</p>	<p>Compliant: The LPA considers that the development will deliver a high quality environment in accordance with accepted principles of good urban design and this policy.</p>
C3 Urban Design – Amenity	<p>-The development should protect and improve the existing amenities of existing residents.</p>	<p>Complaint: The development will deliver an enhanced Nature Park and provide improved access for residents whilst protecting residents' existing amenity.</p>



Policy	Content Summary	Extent of Compliance and Comment
C4 Sustainable Design	<p>The Council will seek to ensure that the Regeneration Area pursues the highest standards of environmental design, including:</p> <ul style="list-style-type: none"> <li>• meet high performance standards for environmentally sustainable design and construction</li> <li>• an integrated network of public open spaces</li> <li>• Ensure the restoration and enhancement of the River Brent, without detrimental impact to the Brent Reservoir SSSI.</li> <li>• There must be a buffer zone, appropriate protection of legally protected species, and opportunities taken to enhance the biodiversity of the area.</li> </ul>	<p>Compliant: It is considered that the development will improve the open space and is in accordance with the planning conditions and obligations.</p> <p>The development will result in a net gain in biodiversity in terms of habitat quality and connectivity. Substantial improvements are proposed to the Central Brent Riverside Park and it is therefore considered that all criteria of this policy are met.</p> <p>A detailed landscaping scheme, habitat study and biodiversity strategy ensure that where required protected species will be protected and across the site the development will deliver enhanced habitat and ecology.</p> <p>Statutory consultees have not raised any objections to the proposal and the application is considered to demonstrate the influence of this policy.</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 uses, improved public transport and pedestrian access, landscaping and diversion of the River Brent;</li> <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>	<p>Compliant: the proposal is consistent with the Proposals Map.</p>

Policy	Content Summary	Extent of Compliance and Comment
<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>Compliance in relation to the proposed Open Space provision: 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 for the Nature Park are consistent with the vision and aims of the Development Framework. A hierarchy of open spaces will be provided across the Brent Cross Cricklewood regeneration project and the enhancements Riverside park will ensure compliance with those aims and will connect into the proposed regeneration.</p>

## APPENDIX 5

### OBJECTIONS AND OFFICER RESPONSES

#### Consultation responses from local residents

Consultation Response	Officer Comments
<p><b><u>Resident 1 Response:</u></b>            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>
<p><b><u>Resident 2 Response:</u></b>            Objections have been received regarding the alternative number of vehicular lanes and design for Tempelhof Bridge (Bridge Structure B1) submitted under Reserved Matters Application Ref: 15/06571/RMA.</p> <p>Concerns have also been raised regarding the consultation procedure, number of residents consulted; access to documentation; and reasons why these applications followed so quickly after the RMAs considered in September 2015.</p>	<p>Templehof Bridge (Bridge Structure B1) is the subject of a separate RMA and not directly relevant to the proposals considered in this committee report. Therefore these comments are not addressed here but will be taken into account in the assessment of RMA application Ref: 15/06571/RMA.</p> <p>Section 5.2 of this report sets out the full details of the consultation undertaken including the number of letters and site notices publicising the applications. The consultation process carried out is considered to be appropriate for a development of this nature. The extent of consultation including time periods exceeded the requirements of national planning legislation and the Council's own adopted policy. The documents are available online and hard copies have been available for the duration of the application period. The timing of the submission of these applications is the decision of the developer. The Local Planning Authority has a statutory duty to consider applications submitted to it.</p>

**Consultation responses from Statutory Consultees and other interest groups**

<b>Consultation Response</b>	<b>Officer Comments</b>
<p><b><u>Environment Agency</u></b></p> <p>Satisfied that the revised Bridge 1 alignment will have a negligible impact on flood risk and that the revised model appropriately reflects the new layout. As such, have no objections to this reserved matters application.</p>	Noted
<p><b><u>Transport for London</u></b></p> <p>Confirmed that they have no comments to make on the application.</p>	Noted
<p><b><u>Natural England:</u></b></p> <p>Confirmed that they have no comments to make on the application.</p>	Noted
<p><b><u>Historic England</u></b></p> <p>Confirmed that they have no archaeological comments on the detailed design of the junction.</p>	Noted
<p><b><u>Highways England</u></b></p> <p>Concluded that they have no comments.</p>	Noted
<p><b><u>Thames Water Response:</u></b></p> <p>The reserved matters application does not affect Thames Water and as such have no observations to make.</p>	Noted
<p><b><u>Sport England</u></b></p> <p>Confirmed they have no comments to make on the application.</p>	Noted

**SITE LOCATION PLAN: Central Brent Riverside Park within the vicinity of River Bridge 1, Brent Cross Cricklewood Regeneration Area, London, NW2**

**REFERENCE: 15/06574/RMA**

