

LOCATION: River Brent Bridge 1, Western And Central Part Of River Brent, Brent Cross Cricklewood Regeneration Area, London, NW2

REFERENCE: 15/06573/RMA **Received:** 27 October 2015
Accepted: 27 October 2015

WARD: Childs Hill, Golders **Expiry:** 26 January 2016
Green, West Hendon

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 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.

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 and more specifically to River Brent Bridge B1. The application seeks approval in relation to scale, layout, access, appearance and landscaping for an alternative design for the new River Brent Bridge B1 pursuant to Conditions 1.2.1.A, 2.1 and part discharge of Condition 13.1 of the 2014 Section 73 planning permission (Ref: F/04687/13) (the 'Section 73 Consent').

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 the Brent Cross Development Partners submitted a further four RMAs 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 River Park including to Nature Park NP5.

This application relates to River Bridge 1 which was previously approved as part of the Infrastructure under Phase 1A (North). The Brent Cross Development Partners have reviewed the construction of the bridge. 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 and a section of Central Brent Riverside Park under River Bridge 2. The landscaping changes are considered under a separate report also before committee under reference 15/06574/RMA.

The RMA details for the alternative design of River Bridge 1 are considered to be in accordance with the relevant parameters, principles and other controls included in the 2014 Permission (as amended).

The application was submitted on 27 October 2015 to comply with the conditions and deadlines within the 2014 Section 73 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-routeing and Bridge works will be delivered as part of Phase 1A (North), along with the Clitterhouse Playing Fields Part 1 (excluding the Nature Park) and the Claremont Park Improvements. The Living Bridge is included in (and its details will be approved before the commencement of) Phase 1A (North). Under the Revised Section 106 Agreement, its delivery will be triggered by the commencement of Phase 1B (North) and its delivery will be programmed to commence and be completed no later than before the occupation of Phase 1B North plots.
- Phase 1A (South) – A number of highway improvements needed to support Phase 1 of the Southern Development will be provided including the Waste Handling Facility (Diverted Geron Way/A5 junction; Claremont Park Road (Part 1); 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 previously 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 committee report relates to the RMA for River Bridge B1.

Table 1: Current Phase 1A (North) RMAs

Reference:
15/06571/RMA

Location:
Bridge Structure B1 (Replacement A406 Tempelhof Bridge), Brent Cross Cricklewood Regeneration Area, London NW2

Description:
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.

Reference:
15/06572/RMA

Location:
Tilling Road / Brent Terrace North Junction, 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 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.

Reference:
15/06573/RMA

Location:
River Brent Bridge 1, Western And Central Part Of River Brent, 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 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.

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**. However a revised scope for the Reserved Matters Transport Report Addendum was submitted under Condition 37.1 (Ref. No. 15/06452/CON) and approved on 23 October 2015.

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 Brent Cross Development Partners 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 the alternative proposals be advanced. 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

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).

River Bridge B1

River Bridge 1 is part of the structure associated with the approved new Western Roundabout. The application site currently comprises part of the south west car park associated to the current Brent Cross Shopping Centre. Stadium Road is located to the south beyond which is the A406 North Circular Road. Tempelhof Bridge is located to the south east and Prince Charles Drive

runs north of the site. Residential properties with Brent Park Road are approximately 70m to the north west. The existing River Brent passes through the site within a concrete channel.

4.2 Description of the Proposal for River Bridge 1

Approved River Brent Bridges

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. A total of eight vehicular bridges and two pedestrian bridges will be provided over the River Brent along the eastern, central and western stretches of the diverted river. These bridges, along with the alignment of the diverted river have all been approved under reserved matters application for infrastructure associated with Phase 1A (North) of the development (reference 15/03312/RMA). For the full assessment of the approved river diversion and associated bridges refer to the committee report for RMA 15/03312/RMA reported to the 10th September 2015 Planning Committee.

There are two bridges forming part of the western roundabout which carry the new roadway. These bridges are planned to be adopted as public highway by the Council. All of the approved river bridges are of the same style and design comprising concrete construction across the diverted river in a single span.

This application relates to River Bridge 1. The Brent Cross Development Partners have reviewed the construction of the bridge. 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 proposed alternative realignment starts at the downstream side of the planned backwater feature inside the western roundabout (Nature Park 5) within Reach 2 and concludes around 40m upstream of River Brent Bridge 10 within Reach 3. The realignment moves the centreline of the river to the south by between 5m to 6m. Outside of this area the realignment is unchanged.

The amendments to the river channel results in a limited amendment to Nature Park NP5 and a section of Central Brent Riverside Park under River Bridge 2. The landscaping changes are considered under a separate report also before committee under reference 15/06574/RMA.

In addition to the submitted drawings, the application is supported by the following documents:

- Application Covering Letter
- Explanatory Report
- Hydraulic Modelling Technical Note (BXCR-URS-RB-XX-RP-HY-00016) (November 2015)
- 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)

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 was 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 2014 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 River Bridge B1 abutments.

6. PLANNING AND TRANSPORT 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 2014 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 River Bridges are:

Parameter Plan 002 (Transport Infrastructure)

The plan identifies various infrastructure elements proposed as part of the comprehensive site development at BXC including defining the location of existing and proposed junctions and highways, defining primary routes and the approximate location of secondary and tertiary routes including building and development zone access points, vehicle and pedestrian bridges, transport interchange points and highways circulation.

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

River Bridge 1

The general location of Highway Infrastructure Crossing Points are shown on Parameter Plan 011. This includes the Western Roundabout of which River Bridge B1 forms a part. Paragraph 4.23 of the RDSF states that the bridge is for use by vehicles only.

Paragraph 4.23 of the RDSF (as amended by Condition 2.4 under application 15/05040/CON) states that vehicular bridges will have a length, width and height thresholds of 16 - 48m, 8 - 39m and 600mm – 3,600mm (above the 100 yr plus climate change water level) respectively.

Parameter Plan 11 identifies Proposed Approximate Level of Crossing Points for the bridge as being 42.5 which is subject to a vertical limit of deviation of +/-1m.

Paragraph 4.24 states that a number of bridge principles are to be adhered to as far as is practicable and any alterations sought at a specific locations will be discussed directly with the Environment Agency in the context of seeking detailed design approval. The principles include clear span from bank top to bank top; abutments clear of flood channel; and soffit level 600mm above the 100 yr plus climate change water level.

The RDSF sets parameters for the detailed design of the bridge which are described above. It states that all structures should have clear spans from bank top to bank top and that abutments should be clear of flood channel (Paragraph 4.24).

River Bridge 1 measures 23m in length in the approved RMA. The alternative bridge design is identified on Drawing Ref No BXCR-URS-C1-XX-AP-SE-00001. The repositioning of the northern and southern abutments associated with this bridge has increased the length of the bridge by approximately 4m from that in the approved RMA. Although the width of the bridge above the centre of the river channel has been reduced slightly (from 21.8m in approved RMA to 20.1m), the road layout above remain unchanged.

The length of the alternative bridge is 27m, with a minimum width of 18m and a maximum width of 29.4m. The minimum freeboard height is 1,400mm and the maximum is 2,200mm. The soffit level is to be at least 600mm above the 1 in 100 year flood level, including climate change and the levels of the crossing points are identified as being between 42.3m and 43.1m and the abutments are clear of the flood channel.

Therefore, proposed bridge structure is in accordance with the identified parameters and principles of the 2014 Section 73 Consent (as amended).

Central and Eastern River Brent Alteration & Diversion Works

The outline design of the River Brent realignment consists of three reaches: eastern (Reach 1), central (Reach 2) and western (Reach 3). This encompasses the stretch of the river between the M1 slip road onto the A406 North Circular in the West and the A41 Brent Cross flyover in the east (Section A3.9 of the RDAS).

Paragraph 3.4 of the RDSF states that the application proposes to modify and enhance the section of the River Brent that runs through the site. The works to the central and western sections include:

- Diversion and re-alignment of the central section adjacent to the new Bus Station, including removing the existing channel form, realignment of new channel to the south to create a three- stage widened channel with natural bed type and semi-natural bedform.

- Works to the western section will involve the removal of the existing channel form, widening of the river corridor to create a three-stage trapezoidal channel and maximisation of the river corridor to provide for riparian habitat creation. Backwaters and wetland scrapes will be encouraged where appropriate.

The supporting text to Parameter Plan 011 (paragraphs 4 to 23) contains information about the width of the river channel and the width and location of pedestrian and cycle paths and connections between upper and lower levels of paths via steps and ramps.

In the central section, the overall channel width will be typically 22m unless detailed design shows otherwise and the low flow channel will extend through this reach. Within the western reach the overall channel is to be approximately 32m in width and is so for the whole of the reach unless detail

Section B3.2.4 of the RDG states that the realignment of the existing river is to include improvements to the flow and water quality.

The proposed alternative realignment as proposed under this application starts at the downstream side of the planned backwater feature inside the western roundabout (Nature Park 5) within Reach 2 and concludes around 40m upstream of River Brent Bridge 10 within Reach 3. The realignment moves the centreline of the river to the south by between 5m to 6m. Outside of this area the realignment is unchanged.

A Hydraulic Note has been submitted with this application to assess the impact of the changes to the river channel alignment. The revised alignment was analysed in the hydraulic model. The report concludes that the alternative realignment does not have a detrimental impact on the flood risk for the channel or adjacent areas.

The Environmental Agency (EA) were consulted on the application and have no objections. The EA confirmed that they are 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.

In relation to the channel widths (which are taken as being from the face of the south retaining wall to the back edge of the northern of the footpath) these not change from those in the approved RMA with widths within Reach 2 varying between 16m and 23m and within Reach 3 around 31m. These width dimensions are in part larger than the 'typical' figures set out in the DSF, however, the DSF wording is qualified to recognise that they may change as a result of detailed design. As a result the proposals are consistent with the parameters.

Overall the diversion works are in accordance with the parameters and principles as defined in the 2014 Section 73 Consent.

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 by Waterman Infrastructure and Environment Ltd (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 End State year for the Brent Cross Cricklewood development of 2031 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 hydraulic modelling undertaken in respect of the RMA for the alternative River Bridge 1, and confirms 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.

For the purposes of this committee report, the assessment in relation to the alternative design for River Brent Bridge B1 is set out below.

7.1 Assessment Relating to River Bridge B1

The October 2015 ES Addendum reviewed the updated hydraulic modelling undertaken by AECOM for the River Brent based on a draft technical note which was due to be finalised in November. A review has since been undertaken of the final Technical Note on hydraulic modelling of the River Brent issued by AECOM which confirms that the hydraulic modelling with the alternative River Bridge 1 proposal does not result in any material changes to the flood risk impacts previously reported in the Section 73 ES (October 2013) and the Revised ES Further Information Report (June 2015). The conclusions of the previous assessment therefore remain valid.

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 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.

It is considered that the road network has been designed to accommodate disabled users and sufficient width footways, dropped crossing points, and suitable gradients and crossfalls will be incorporated in the design, however the design organisation will need to complete a Non Motorised User Audit as part of the next stages of detail design, which will confirm the designs acceptability for non motorised users in detail.

9. CONCLUSION

BXC is a large and complex regeneration scheme and Phase 1A (North) provides the majority of the key enabling highway infrastructure to allow development to commence both north and south of the A406.

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 relates to River Bridge 1 and proposes to adjust the position of the southern abutment of the bridge which, as currently approved would sit within the existing river channel of the River Brent and would complicate the construction process requiring temporary river diversions 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 and a section of Central Brent Riverside Park under River Bridge 2. The landscaping changes are considered under a separate report also before committee under reference 15/06574/RMA.

This alternative design continues to fall within the relevant parameters, principles and other controls included in the 2014 Section 73 Consent (as amended).

The detailed design of the highways will continue through the separate technical approval process under section 278 and 38 agreements with the relevant highway authorities. At this stage the feasibility design and junction analysis work completed to date is considered acceptable in planning terms to allow the RMA to be approved.

The application 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.

The application is in accordance with Development Plan policies and accords with the conditions and parameters approved in the 2014 Section 73 Consent for the wider Brent Cross Cricklewood regeneration scheme.

Overall, officers find the proposals acceptable and recommend that the application is approved subject to conditions as outlined in Appendix 1.

LIST OF APPENDICES

APPENDIX 1 – CONDITIONS AND INFORMATIVES

APPENDIX 2 – RELEVANT PLANNING HISTORY

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APPENDIX 1

CONDITIONS AND INFORMATIVES

Conditions:

1	Approved plans		
	<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>		
	Title	Reference	Revision
	Site Location Plan	BXC-URS-AH-RM-SK-CE-00012	P01
	Highways Alignment - General Arrangement Phase 1A North - Sheet 7	BXCR-URS-AH-RM-DR-CE-00007	P12
	River Bridge 01 - General Arrangement	BXCR-URS-C1-XX-AP-SE-00001	P07
	River Brent - General Arrangement Plan - Sheet 3	BXCR-URS-RB-XX-DR-HD-00010	P09
	<p>Reason: For the avoidance of doubt and in the interests of proper planning and so as to ensure that the development is carried out fully in accordance with the application as assessed in accordance with policies CS1, CS4, CS5, of the Barnet Local Plan and policy 1.1 of the London Plan.</p>		

Informatives:

<p>1</p>	<p>The following drawings are supporting documents and should be referred to for information:</p> <table border="1" data-bbox="375 353 1476 786"> <thead> <tr> <th data-bbox="375 353 887 416">Title</th> <th data-bbox="887 353 1362 416">Reference</th> <th data-bbox="1362 353 1476 416">Revision</th> </tr> </thead> <tbody> <tr> <td data-bbox="375 416 887 546">Highways Alignment - General Arrangement Phase 1A North - Key Plan</td> <td data-bbox="887 416 1362 546">BXCR-URS-AH-RM-SK-CE-00001</td> <td data-bbox="1362 416 1476 546">P08</td> </tr> <tr> <td data-bbox="375 546 887 656">Phase 1A North - General Arrangement Vehicle Tracking - Sheet 7</td> <td data-bbox="887 546 1362 656">BXCR-URS-AH-01-DR-CE-03007</td> <td data-bbox="1362 546 1476 656">P11</td> </tr> <tr> <td data-bbox="375 656 887 786">Phase 1A North - General Arrangement Visibility Splays - Sheet 7</td> <td data-bbox="887 656 1362 786">BXCR-URS-AH-01-DR-CE-02007</td> <td data-bbox="1362 656 1476 786">P13</td> </tr> </tbody> </table>	Title	Reference	Revision	Highways Alignment - General Arrangement Phase 1A North - Key Plan	BXCR-URS-AH-RM-SK-CE-00001	P08	Phase 1A North - General Arrangement Vehicle Tracking - Sheet 7	BXCR-URS-AH-01-DR-CE-03007	P11	Phase 1A North - General Arrangement Visibility Splays - Sheet 7	BXCR-URS-AH-01-DR-CE-02007	P13
Title	Reference	Revision											
Highways Alignment - General Arrangement Phase 1A North - Key Plan	BXCR-URS-AH-RM-SK-CE-00001	P08											
Phase 1A North - General Arrangement Vehicle Tracking - Sheet 7	BXCR-URS-AH-01-DR-CE-03007	P11											
Phase 1A North - General Arrangement Visibility Splays - Sheet 7	BXCR-URS-AH-01-DR-CE-02007	P13											
<p>2</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="341 943 1465 1160">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 data-bbox="341 1205 1465 1384">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. 												

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 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	09.12.2014	Discharged: 31.03.2015

	Comprehensive		
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	02.02.2015	Discharged: 10.09.2015

	Cross Cricklewood Area		
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
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Pre Reserved Matters Conditions Updates

Pre RMA Planning Reference	Description	Registration Date Status	
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 the proposed infrastructure will assist in achieving the wider sustainable aims of the London Plan and provide easy, safe and convenient access for all. River Bridge 1 is designed to provide vehicular connectivity into the wider development proposal.
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.
Policy 2.8 (Outer London: Transport)	Enhance accessibility by improving links to and between town centres and other key locations by different modes and promoting and realising the key improvements. Work to improve public transport access, provide improved traffic management, road improvements and address and manage local congestion	Compliant: The majority of the infrastructure improvements associated with the regeneration will be delivered during Phase 1. The roads delivered under Phase 1A North will also help facilitate southern plot and residential developments and provide a connection into the road network. River Bridge 1 is designed to support the wider road network.
Policy 2.13 (Opportunity Areas and Intensification Areas)	Support the strategic policy directions for the opportunity areas, and where relevant, in adopted opportunity area planning frameworks Support wider regeneration, including in particular improvements to environmental quality, and integrate development proposals to the surrounding areas especially for regeneration.	Compliant: With regards to this current Reserved Matters Application, the proposed River Bridge will support the wider regeneration scheme.

Policy	Content Summary	Extent of compliance and comment
Policy 2.14 (Areas for regeneration)	Boroughs should identify spatial areas for regeneration and spatial policies to bring together regeneration.	Compliant: The BXC site is identified as a London Plan Opportunity Area (See Policy 1.1 above) in need of comprehensive regeneration and capable of accommodating significant housing, jobs and community infrastructure. This particular RMA provides will facilitate vehicular connectivity.
Policy 2.15 (Town Centres)	Development proposal should promote access by public transport walking and cycling. Promote safety and security and contribute towards an enhanced public realm and links to green infrastructure.	Compliant: The development proposal in future phases will provide a connection between the Northern and Southern elements of the regeneration including a new town centre and new Thameslink Train Station.
Policy 6.1 (Strategic approach);	The Mayor will work with all relevant partners to encourage a high quality public realm where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated.	Compliant: The wider BX development will see the provision of a network of streets and spaces including connections between the Northern and Southern elements of the development via the Living Bridge and market square to Clitterhouse Playing Fields and Claremont Park.
Policy 6.3 (Assessing effect of development of transport capacity)	Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level are fully assessed. Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications.	Part Compliant: The RMA has is supported by the previously approved Phase Transport Report (PTR) for Phase 1 (Condition 37.2) and includes an addendum to the approved Reserved Matters Transport Report for Phase 1A (North). Both of these have been carried out in accordance with the Section 73 Planning Permission and accompanying 2014 Section 106 Agreement.
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, approximately to where River Bridge 1 is located.
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.	Compliant: The proposed development will be subject to a proposed lighting strategy which will assist in designing out crime. 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. 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

Policy	Content Summary	Extent of compliance and comment
		access to the access route at times of flood or imminent flood. By controlling access at times of risk this issue can be addressed.
Policy 7.30 (London's canals and other river's 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 alternative River alignment would not have a significant impact 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)**

Core Strategy		
Policy	Content Summary	Extent of Compliance and Comment
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)	As part of its 'Three Strands Approach' the council will: <ul style="list-style-type: none"> - Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. - 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. - Ensure that development funds infrastructure through Section 106 Agreements and other funding mechanisms. - Protect and enhance Barnet's high quality suburbs. 	Compliant: As an Opportunity Area in the Mayor's London Plan, the BXC scheme has been developed with the consideration that the site has significant capacity for new housing, commercial and other development linked to existing or potential improvements to public transport accessibility. The proposed development relates to matters reserved following the grant of planning permission in 2014. The majority of the infrastructure improvements associated with the scheme will be delivered during Phase 1. The roads developed under the delivery of Phase 1A (North) are designed to facilitate southern plot and residential development.
CS2 – Brent Cross - Cricklewood	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.	Compliant: The 2014 consent of the S73 application continues to ensure the comprehensive redevelopment of Brent Cross Cricklewood in accordance with this policy and the Saved UDP policies. The infrastructure will be enhanced for visitors to the Brent Cross Shopping Centre and the Southern development. It will be an asset for the public and existing neighbourhoods. The infrastructure proposed under Phase 1A (North) will support the wider Brent Cross regeneration.

CS9 (Providing safe, efficient and effective travel)	<p>Promote the delivery of appropriate transport infrastructure in order to support growth.</p> <p>Ensure new development funds infrastructure to keep existing traffic moving and cope with new demands.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>Deliver with partners high quality public transport improvements along the A5, bus service enhancements as part of regeneration schemes, including a high quality bus station at BXC and a Rapid Transit bus service.</p>	<p>Compliant: The approved Phase 1A (North) provides a significant amount of new roads to facilitate existing and future bus routes. The wider development includes the provision of a new bus station and Thameslink Train Station.</p> <p>This RMA has is supported by previously approved Phase Transport Report (PTR) for Phase 1 (Condition 37.2) and includes an addendum to the approved Reserved Matters Transport Report for Phase 1A (North). Both of these have been carried out in accordance with the Section 73 Planning Permission and accompanying 2014 Section 106 Agreement</p>
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		
GCrick Cricklewood, Brent Cross and West Hendon Regeneration Area	<ul style="list-style-type: none"> - The Council seeks integrated regeneration in the Cricklewood, Brent Cross and West Hendon Regeneration Area. - All development to the highest environmental and design standards - Aim to develop a new town centre over the plan period. 	Compliant: the development is consistent with this strategic aim, falling as it does within the terms of the Section 73 permission.
C1 Comprehensive Development	<ul style="list-style-type: none"> - The Council seeks the comprehensive development of the regeneration area in accordance with the area framework and delivery strategy. - Development proposals will need to meet policies of the UDP and their more detailed elaboration in the development framework. 	Compliant: The scheme accords with this policy. The Phase 1A (North) proposals accord with the scope of the Section 73 permission.
C7 Transport Improvements	<p>Transport improvements - the following should be provided through planning conditions and/or Section 106 agreements:</p> <ul style="list-style-type: none"> i. Connections and improvements to the strategic road network. ii. Sufficient transport links to and through the development, to include at least one vehicular link across the North Circular Road (NCR) and one 	The majority of the infrastructure improvements associated with the regeneration will be delivered during Phase 1. The roads delivered under Phase 1A North will also help facilitate southern plot and residential developments and provide a connection into the road network. River Bridge 1 is designed to support the wider road network.

	<p>vehicular link crossing the railway to the Edgware Road.</p> <p>iii. A new integrated railway station and new integrated bus station at Cricklewood, linked by a rapid transport system to Brent Cross Bus Station and Hendon Central and/or Brent Cross Underground Stations on the Northern Line.</p> <p>iv. A new bus station at Brent Cross, to north of the North Circular Road, with associated improvements to the local bus infrastructure.</p> <p>v. An upgrade of the rail freight facilities.</p> <p>vi. Provision of an enhanced, rail-linked waste transfer station serving North London.</p> <p>vii. Priority measures for access to disabled persons, pedestrians, buses and cyclists throughout the Regeneration Area.</p>	
<p>UDP Site Specific Proposals (2006)</p>	<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"> • 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; • Cricklewood Eastern Lands (Site 37) – mixed use including residential, office, leisure, local and neighbourhood shops, education, community uses and open space; • New Railway Station Cricklewood (Site 38) – railway station and public transport interchange; • New Waste Transfer Station (Site 39) – waste handling facility. 	<p>Compliant: the proposal is consistent with the Proposals Map.</p>

Cricklewood, Brent Cross, West Hendon Regeneration Area Development Framework SPD 2005.

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.

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.

Compliant: Compliance in relation to the proposed RMA: The parameters and principles of the BXC scheme are considered to be in accordance with the principles set out in the guidance contained in the adopted Development Framework (2005) generally and taken as a whole.

The general proposals are consistent with the vision and aims of the Development Framework.

APPENDIX 5

OBJECTIONS AND OFFICER RESPONSES

Consultation responses from local residents

Consultation Response	Officer Comments
<p><u>Resident 1 Response:</u> 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><u>Resident 2 Response:</u> 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 her 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

Consultation Response	Officer Comments
<p><u>Environment Agency</u></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><u>Transport for London</u></p> <p>Confirmed that they have no comments to make on the application.</p>	Noted
<p><u>Natural England:</u></p> <p>Confirmed that they have no comments to make on the application.</p>	Noted
<p><u>Historic England</u></p> <p>Confirmed that they have no archaeological comments on the detailed design of the junction.</p>	Noted
<p><u>Highways England</u></p> <p>Concluded that they have no comments.</p>	Noted
<p><u>Thames Water Response:</u></p> <p>The reserved matters application does not affect Thames Water and as such have no observations to make.</p>	Noted

Sport England

Confirmed they have no comments to make on the application.

Noted

SITE LOCATION PLAN: River Brent Bridge 1, Western And Central Part Of River Brent, Brent Cross Cricklewood Regeneration Area, London, NW2

REFERENCE: 15/06573/RMA

