

LOCATION: Tilling Road / Brent Terrace North Junction, Brent Cross
Cricklewood Regeneration Area, London NW2

REFERENCE: 15/06572/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 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.

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 the new junction between Tiling Road and Brent Terrace North. 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 '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 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.

This application relates to Tilling Road West Realignment and Diversion (Part 1). The DPs have submitted an alternative design for the junction between Tilling Road and Brent Terrace North. The principle change is the location of the junction which has moved slightly eastward. The junction approved in the previous RMA is located a short distance west of the existing roundabout and a section of new carriageway is provided to tie in with the existing carriageway of Brent Terrace. The alternative junction design proposed under this application enables the junction to be more closely aligned with the existing junction and existing alignment of the northern end of Brent Terrace, thereby reducing the need for temporary tie in works. The proposed new section of Brent Terrace North which will link to the existing route measures between 20.3m and 16.3m in width with footways of 3.5m reducing in width to meet the existing footpath. The junction is in the location as identified on Parameter Plan 002 of the 2014 Section 73 Consent.

The RMA details for the alternative design for Tilling Road / Brent Terrace North junction are considered to be in accordance with the relevant parameters, principles and other controls included in the 2014 Section 73 Consent (as amended).

The application was submitted on 27 October 2015 to comply with the conditions and deadlines within the 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 Section 73 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 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 Tilling Road / Brent Terrace North Junction RMA.

Table 1: Current Phase 1A (North) RMAs

<p><u>Reference:</u> 15/06571/RMA</p> <p><u>Location:</u> Bridge Structure B1 (Replacement A406 Tempelhof Bridge), Brent Cross Cricklewood Regeneration Area, London NW2</p> <p><u>Description:</u> 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>
--

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**. It is therefore not necessary for these conditions to be re-discharged when considering this RMA for alternative design in relation to infrastructure. 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 to agree the methodology for specific traffic modelling to support the RMAs.

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).

Tilling Road West / Brent Terrace North

The site to which this RMA relates comprises the northern end of Brent Terrace at its junction with Tilling Road which comprises a mini roundabout. The red line boundary for the application extends approximately 200m south down Brent Terrace and approximately 75m east and west along Tilling Road associated with the approaches to the proposed junction. Cardiff House and Jesus House are the nearest adjacent buildings on the eastern and western sides of Brent Terrace respectively. The A406 flyover and M1 junction are located to the north of the site.

4.2 Description of the Proposal for Tilling Road / Brent Terrace North Junction

This application relates an alternative design for the junction between Tilling Road and Brent Terrace North.

Reserved matters have previously been approved for Phase 1A (North) Infrastructure (15/03312/RMA) including the Tilling Road West Realignment

and Diversion (Part 1) and associated junction with Brent Terrace North. For a full description of the infrastructure within Phase 1A (North) and wider context of improvements being delivered in this phase of the development please refer to committee report for application 15/03312/RMA reported to the 10th September 2015 Planning Committee.

The approved highway alignment for Phase 1A (North) includes a revised layout for the junction between Brent Terrace and Tilling Road to provide a signal controlled junction with additional lanes on Tilling Road in both directions. The west section of Tilling Road is to be realigned to link with the reconfigured configured M1 / A406 junction and provide a revised point of access to Brent Terrace North. A shared footway/cycleway will be provided alongside Tilling Road from Brent Terrace North towards Staples Corner to the west and a toucan crossing facility provided across Brent Terrace North. A footway will be provided alongside Tilling Road between Brent Terrace North and the retail access roundabout to the east to cater for pedestrians. This footway will provide access to two bus stops. Advanced cycle stop lines will be provided on the Brent Terrace North and Tilling Road (eastbound) approaches to the signal junction.

The approved alignment of the Brent Terrace North / Tilling Road signal controlled junction is based on the junction location shown in the illustrative masterplan which supported the 2014 Permission. The location of this approved junction is a little distance west of the existing roundabout and therefore requires a short section of new carriageway in order to tie in with the existing Brent Terrace North.

The principle change proposed by this application is the location of the junction, which has moved slightly eastward from the junction approved under application 15/03312/RMA.

The junction design proposed under this application as shown on Drawing Ref BXC-URS- AH-RM-DR-CE-00013 enables the junction to be more closely aligned with the existing junction and existing alignment of Brent Terrace North, thereby reducing the need for temporary tie in works. The proposed new section of Brent Terrace North which will link to the existing road measures between 20.3m and 16.3m in width with footways of 3.5m reducing in width to meet the existing footpath.

In addition to the submitted drawings, 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)

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.

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

Traffic and Development

Highways officers have reviewed the designs for the proposed junction at Tilling Road and Brent Terrace North and confirmed that there are no highway concerns. They have also confirmed that from a transport modelling perspective the revised junction remains acceptable and that the geometric changes have a negligible impact on the capacity of the junction.

6. PLANNING AND TRANSPORT ASSESSMENT

6.1 2014 Section 73 Consent Parameters and Controls

The 2014 S73 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 road infrastructure relevant to the Tilling Road West / Brent Terrace North Junction are:

Parameter Plan 002

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 003

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.

6.2 Compliance with Parameters

Tilling Road West Re-alignment and Diversion (Part 1) forms the alterations to the existing Tilling Road west of the new Claremont Avenue. It is shown on Parameter Plan 002 as an 'Existing Adopted Highway (or part of to be improved, realigned and/or extended)'. Plans 649_SK_00_326 and BXC-URS-73-ZZ-DR-CE-00002 are relevant for informative/illustrative purposes.

The junction at Brent Terrace North is identified on Parameter Plan 002 as being a "New Junction".

Brent Terrace North is identified as being a Secondary Route (Street) on Parameter Plan 002. The supporting text states that streets will be defined at reserved matters stage and will have a maximum building line to building line width of 21m and minimum width of 11m, of which pedestrian footways will be a minimum of 2m. The proposed new section of Brent Terrace North which will link to the existing route measures between 20.3m and 16.3m in width with footways of 3.5m reducing in width to meet the existing footpath.

The Brent Terrace North and Tilling Road West Junction proposed in the previously approved RMA is located a short distance west of the existing roundabout and a section of new carriageway is provided to tie in with the existing northern end of Brent Terrace. The alternative proposal for the Brent Terrace North and Tilling Road West Junction is identified on Drawing Ref BXC-URS- AH-RM-DR-CE-00013 and follows the existing Brent Terrace North alignment where possible and in this manner has an improved relationship with existing properties located along this route. The junction is in the location as identified on Parameter Plan 002.

It is considered that the proposed alternative design for the Tilling Road West / Brent Terrace North Junction conform to the relevant Parameter Plans of the 2014 S73 Planning Consent. It should be noted that there are a range of other conditions attached to the 2014 Section 73 Consent that require the submission and approval of further detailed information prior to the commencement of any work starting on site. These include, but are not limited

to, delivery programme, drainage, construction environmental management plan, construction transport management, site waste management plan, noise and vibration monitoring, dust monitoring and control, air quality monitoring, archaeological investigation, detailed design of bridges etc.

6.3 Highways Design

The alternative highway alignment proposed by this application, utilises the existing Brent Terrace North. On Tilling Road, the alternative alignment follows the current RMA design on the south side, modified only at the bellmouth to suit the new junction location. Modifications have been made on the northern kerb in order to provide adequate stacking capacity on Tilling Road for the westbound traffic. Queuing capacity on Tilling Road for eastbound traffic will increase, with no change in capacity for westbound Tilling Road and Brent Terrace North.

The Passenger Car Unit (PCU) stacking lengths on Tilling Road (westbound) and Brent Terrace North (northbound) are maintained and the PCU stacking length on Tilling Road (eastbound) is increased by approximately four PCU lengths.

A shared footway/cycleway will continue to be provided alongside Tilling Road from Brent Terrace North towards Staples Corner to the west and a toucan crossing facility provided across Brent Terrace North. A footway will still be provided alongside Tilling Road between Brent Terrace North and the retail access roundabout to the east. This footway will continue to provide access to two bus stops. Advanced cycle stop lines will be provided on the Brent Terrace North and Tilling Road (eastbound) approaches to the signal junction.

As part of the normal design process, further assessment and safety audits will be carried out on the highway design prior to construction and it can be expected that minor changes to the overall design may be required including items like, signage, lighting, drainage, utilities arrangements. This is normal for this stage of design of the scheme which can be recommended by officers for planning approval. TfL also support the approval of this RMA.

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.

Highways Landscaping Implementation

The highway landscaping relating to this proposed junction and elements of road are identified on Drawing Ref No. 1065- 06-10. A highways landscape Implementation Works Programme as required with Condition 27.6 has been provided in appendix 1 to the Explanatory Report submitted with 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 Reserved Matters Transport Report

The Section 106 (S106) legal agreement that is attached to the 2014 S73 Consent along with conditions 37.5 and 37.6 require a Reserved Matters Transport Report (RMTR) to be provided for each phase or sub-phase of the development. The report examines the detailed transport issues relating to the specific phase, and supporting the wider Brent Cross Cricklewood Regeneration.

The S106 agreement attached to the S73 Consent includes 29 schedules, several of which are directly transport related. Schedule 17 relates to the Matrix and Transport Reports schedule, Annex 5 of which includes the draft scope for Reserved Matter Transport Reports. The RMTR scope is also controlled through Condition 37.1 and a modified and expanded RMTR scope has been approved under this condition.

A Reserved Matters Transport Report for Sub-Phase 1A North (RMTR:SP1AN document reference No. 47065005-TPRPT-055 Rev 06, dated 15th July 2015) was approved on 10 September 2015 through the discharge of Condition 37.2 of the 2014 Section 73 Consent.

To support the current RMAs for the alternative designs for infrastructure items within Phase 1A (North), an addendum to the Phase 1A North RMTR has been submitted with the applications. The scope for the RMTR addendum was agreed with the Highways officers via an application (Ref. No. 15/06452/CON) under Condition 37.1 of the 2014 Section 73 Consent and approved on 23 October 2015 to agree the methodology for specific traffic modelling to support the RMAs. The RMTR addendum report details where the alternative proposals would result in an amendment to the approved RMTR for Phase 1A (North) should those alternative proposals be implemented.

The Tilling Road / Brent Terrace North junction has been re-assessed using the BXC DDM and appropriate junction modelling tools to assess the traffic capacity. This junction has been included in the traffic signal group which operates the re-modelled A5/A406/M1 Junction. The modelled results continue to show that this junction is forecast to operate satisfactorily during all time periods with no excessive queues.

The January 2016 RMTR Addendum concludes that the alternative design for the Brent Terrace North/Tilling Road West Junction would result in no changes to traffic flows. The proposed alternative maintains the stacking capacity on Tilling Road and Brent Terrace North for westbound traffic, and increases capacity on eastbound Tilling Road. The Council's Highways officers have reviewed the report and confirmed that from a transport modelling perspective the revised junction remains acceptable and that the geometric changes have a negligible impact on the capacity of the junction.

Updates to the Approved RMTR for Phase 1A (North)

The amendments proposed to the junction design result in some updates being required to the approved RMTR for Phase 1A (North). These changes are set out in the RMTR Addendum submitted in January 2016 and are listed below. The RMTR Addendum states that these changes do not affect the conclusions of the document, and instead are made for consistency/accuracy purposes.

Section 4.13.2, paragraph 1:

Text changed from:

'Plans showing junction intervisibility and swept paths for the subphase 1AN highway layout have been included as part of this reserved matters application. Those drawings showing junction intervisibility include:

- BXCR-URS-AH-01-DR-CE-02001
- BXCR-URS-AH-01-DR-CE-02002
- BXCR-URS-AH-01-DR-CE-02003
- BXCR-URS-AH-01-DR-CE-02004
- BXCR-URS-AH-01-DR-CE-02006
- BXCR-URS-AH-01-DR-CE-02007
- BXCR-URS-AH-01-DR-CE-02008
- BXCR-URS-AH-01-DR-CE-02014
- BXCR-URS-AH-01-DR-CE-02015'

to:

'Plans showing junction intervisibility and swept paths for the sub-phase 1AN highway layout have been included as part of this reserved matters application. Those drawings showing junction intervisibility include:

- BXCR-URS-AH-01-DR-CE-02001
- BXCR-URS-AH-01-DR-CE-02002
- BXCR-URS-AH-01-DR-CE-02003
- BXCR-URS-AH-01-DR-CE-02004
- BXCR-URS-AH-01-DR-CE-02006
- BXCR-URS-AH-01-DR-CE-02007
- BXCR-URS-AH-01-DR-CE-02008
- BXCR-URS-AH-01-DR-CE-02014

- BXCR-URS-AH-01-DR-CE-02015
- BXCR-URS-AH-01-DR-CE-02013'

Section 4.13.2, paragraph 2:

Text changed from:

'The swept paths include a range of vehicles including a maximum legal articulated vehicle (16.5m in length), a coach (15m in length), bus (12m in length) and refuse vehicle (9.86m in length) to demonstrate that the proposed highway layout will be able to accommodate all vehicle types. The following drawings contain the swept paths:

- BXCR-URS-AH-01-DR-CE-03001
- BXCR-URS-AH-01-DR-CE-03002
- BXCR-URS-AH-01-DR-CE-03003
- BXCR-URS-AH-01-DR-CE-03004
- BXCR-URS-AH-01-DR-CE-03006
- BXCR-URS-AH-01-DR-CE-03007
- BXCR-URS-AH-01-DR-CE-03008
- BXCR-URS-AH-01-DR-CE-03014
- BXCR-URS-AH-01-DR-CE-03015'

to:

'The swept paths include a range of vehicles including a maximum legal articulated vehicle (16.5m in length), a coach (15m in length), bus (12m in length) and refuse vehicle (9.86m in length) to demonstrate that the proposed highway layout will be able to accommodate all vehicle types. The following drawings contain the swept paths:

- BXCR-URS-AH-01-DR-CE-03001
- BXCR-URS-AH-01-DR-CE-03002
- BXCR-URS-AH-01-DR-CE-03003
- BXCR-URS-AH-01-DR-CE-03004
- BXCR-URS-AH-01-DR-CE-03006
- BXCR-URS-AH-01-DR-CE-03007
- BXCR-URS-AH-01-DR-CE-03008
- BXCR-URS-AH-01-DR-CE-03014
- BXCR-URS-AH-01-DR-CE-03015
- BXCR-URS-AH-01-DR-CE-03013'

Section 4.13.3

This section of the report provides a summary of the detailed traffic models used to assess the operational performance of the junctions included within Phase 1A North, including the operation of the Brent Terrace North/Tilling Road junction. The modelling presented in the approved RMTR remains valid for the previously approved RMA scheme.

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 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.

In relation to the RMAs for Tempelhof Bridge and Brent Terrace North, the October 2015 ES Addendum stated that the topics of air quality and noise and vibration would require review / re-assessment once the 2031 traffic data is made available. 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 confirm 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 Brent Terrace North/ Tilling Road West Junction

For the purposes of this committee report, the assessment in relation to the alternative design for the Brent Terrace North / Tilling Road West junction is set out below.

Transport

The RMTR Addendum advises that the alternative design for the Brent Terrace North/Tilling Road West Junction would result in no changes to traffic flows and minimal increases in stacking capacity. Barnet Highways officers are content with the information. The ES Addendum Clarification Letter therefore advises that there would be no change to the impacts, mitigation and conclusions previously reported for transport in the Revised ES Further Information Report (June 2015).

Air Quality and Noise

The ES Addendum Clarification Letter states that further to the October 2015 ES Addendum submission, the Development Partners have confirmed that Jesus House will be under vacant possession in Phase 1A (North) and therefore does not require assessment as a new sensitive receptor for either air quality or noise impacts from the adjacent traffic. As such, no further air quality or noise modelling or impact assessment has been undertaken for this Alternative RMA since the October 2015 submission. This is supported by AECOM's conclusion of no changes to traffic data in the End State (2031) for this alternative RMA in respect of the Brent Terrace North / Tilling Road junction.

The ES Addendum Clarification Letter concludes that on this basis, there would be no change to the significance of impacts reported for air quality and road traffic noise in the Revised ES Further Information Report (June 2015). As such, the findings of the previous assessment remain valid for decision making purposes.

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.

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 Tilling Road West Realignment and Diversion (Part 1). The DPs have submitted an alternative design for the junction between Tilling Road and Brent Terrace North. The principle change is the location of the junction which has moved slightly eastward. The alternative junction design now proposed enables the junction to be more closely aligned with the existing junction and existing alignment of the northern end of Brent Terrace, thereby reducing the need for temporary tie in works. The junction is in the location as identified on Parameter Plan 002 of the 2014 Section 73 Consent.

The RMA details are considered to be in accordance with the relevant parameters, principles and other controls included in the 2014 Permission (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 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

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:

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> <table><tr><th>Title</th><th>Reference</th><th>Rev</th></tr><tr><td>Site Location Plan</td><td>BXC-URS-AH-RM-SK-CE-00011</td><td>P01</td></tr><tr><td>Highways Alignment - General Arrangement Phase 1A North - Sheet 13</td><td>BXCR-URS-AH-RM-DR-CE-00013</td><td>P07</td></tr><tr><td>Highways Alignment - General Arrangement Phase 1A North - Sheet 14</td><td>BXCR-URS-AH-RM-DR-CE-00014</td><td>P10</td></tr><tr><td>Highways Alignment - General Arrangement Phase 1A North - Sheet 16</td><td>BXCR-URS-AH-RM-DR-CE-00016</td><td>P07</td></tr><tr><td>Infrastructure Landscape GA</td><td>1065-06-010</td><td>M</td></tr></table> <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>	Title	Reference	Rev	Site Location Plan	BXC-URS-AH-RM-SK-CE-00011	P01	Highways Alignment - General Arrangement Phase 1A North - Sheet 13	BXCR-URS-AH-RM-DR-CE-00013	P07	Highways Alignment - General Arrangement Phase 1A North - Sheet 14	BXCR-URS-AH-RM-DR-CE-00014	P10	Highways Alignment - General Arrangement Phase 1A North - Sheet 16	BXCR-URS-AH-RM-DR-CE-00016	P07	Infrastructure Landscape GA	1065-06-010	M
Title	Reference	Rev																	
Site Location Plan	BXC-URS-AH-RM-SK-CE-00011	P01																	
Highways Alignment - General Arrangement Phase 1A North - Sheet 13	BXCR-URS-AH-RM-DR-CE-00013	P07																	
Highways Alignment - General Arrangement Phase 1A North - Sheet 14	BXCR-URS-AH-RM-DR-CE-00014	P10																	
Highways Alignment - General Arrangement Phase 1A North - Sheet 16	BXCR-URS-AH-RM-DR-CE-00016	P07																	
Infrastructure Landscape GA	1065-06-010	M																	
2	Landscaping Implementation																		
	<p>Development shall be implemented in accordance with the Landscape Infrastructure Implementation Works Programme (Revision C) Dated 28.05.2015 submitted in Appendix 1 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: 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:

1	The following drawings are supporting documents and should be referred to for information:		
	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 13	BXCR-URS-AH-01-DR-CE-03013	P010
	Phase 1A North - General Arrangement Vehicle Tracking - Sheet 14	BXCR-URS-AH-01-DR-CE-03014	P09
	Phase 1A North - General Arrangement Visibility Splays - Sheet 13	BXCR-URS-AH-01-DR-CE-02013	P10
	Phase 1A North - General Arrangement Visibility Splays - Sheet 14	BXCR-URS-AH-01-DR-CE-02014	P09
2	The applicant is advised that the costs of any works including reinstatement works to existing public highway associated with the approved development, or new roads proposed for adoption as public highway, will be borne by the applicants and may require entering into a Section 278 Agreement or Section 38 Agreement under the Highways Act 1980. Detailed design and construction of the associated highways works will have to be approved by the Traffic & Development Team prior to entering into the necessary Highway Agreements. For further information contact Traffic and Development Section, Development and Regulatory Services, Barnet House, 1255 High Road, Whetstone N20 0EJ.		

<p>3</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"> 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 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
--------------	--	------------	---------------------------

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

Table 2.1: Analysis of 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.
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.
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 roads 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 help facilitate the Southern development.
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 6.7 (Better streets and surface transport)	Development proposals should promote bus networks; allocating road space and providing high level priority on existing and proposed routes. Ensuring good access to and within areas served by networks, now and in future; and ensuring direct, secure, accessible and pleasant walking routes to stops.	Compliant: The approved Phase 1A (North) provides a significant amount of new roads to facilitate existing and future bus routes, including providing connections off Prince Charles Drive to the new bus station. Seven new and 10 replacement accessible bus stops are included, together with two modified accessible coach stops. There is a Phase 1A (North) Pedestrian and Cycle Strategy approved under Condition 2.8 which includes details of the proposed walking routes to bus stops. The proposals under this application include a shared footway/cycleway alongside Tilling Road from Brent Terrace North towards Staples Corner to the west and a toucan crossing facility provided across Brent Terrace North. A footway will be provided alongside Tilling Road between Brent Terrace North and the retail access roundabout to the east to cater for pedestrians. This footway will provide access to two bus stops.

Policy	Content Summary	Extent of compliance and comment
Policy 6.9 (Cycling)	Proposals should identify and implement a network of cycle routes. Contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions).	<p>Compliant: The approved Area Wide Walking and Cycling Study (AWWCS - Condition 1.20) and the Phase 1A (North) Pedestrian and Cycle Strategy (Condition 2.8) ensured that a coherent network of cycle routes is provided on a phase by phase basis as part of the overall scheme, including as part of AWWCS appropriate links between the site and adjacent communities.</p> <p>This application includes a shared footway/cycleway alongside Tilling Road from Brent Terrace North towards Staples Corner to the west and a toucan crossing facility provided across Brent Terrace North. Advanced cycle stop lines will be provided on the Brent Terrace North and Tilling Road (eastbound) approaches to the signal junction.</p>
Policy 6.10 (Walking)	Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance. Promote the 'Legible London' programme to improve pedestrian way finding. Encourage the use of shared space principles, such as simplified streetscape, de-cluttering and access for all.	<p>Compliant: A Pedestrian and Cycle Strategy (Condition 2.8) has previously been approved for Phase 1A (North).</p> <p>This application includes a shared footway/cycleway alongside Tilling Road from Brent Terrace North towards Staples Corner to the west and a toucan crossing facility provided across Brent Terrace North. A footway will be provided alongside Tilling Road between Brent Terrace North and the retail access roundabout to the east to cater for pedestrians.</p> <p>Signing throughout the development will be provided in accordance with the guidelines set out in Legible London, and contained in the Wayfinding and Inclusive Access Strategy. A high quality public realm is proposed throughout.</p>
Policy 6.12 (Road network capacity)	Proposals should improve the road network taking into account: where it contributes to sustainable development, regeneration and improved connectivity, the extent of any additional traffic and any effects it may have on the locality, congestion impacts, the net benefit to the environment, how conditions for pedestrians, cyclists, public transport and freight users and local residents, as well as road safety, can be improved.	Compliant: The Phase 1 impacts have been examined in the Phase Transport Report (PTR), and the reports provided a multi-modal assessment of Phase 1. The proposal for Phase 1A (North) in the wider regeneration will improve the road network and improve connectivity between the northern and southern proposals as well as improve existing facilities.

**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)	<p>As part of its 'Three Strands Approach' the council will:</p> <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. 	<p>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.</p> <p>The proposed development relates to matters reserved following the grant of planning permission in 2014.</p> <p>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.</p>
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.	<p>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.</p> <p>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.</p>

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 Planning 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 Planning 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 	Part Compliant: The RMA relates to one junction providing connection to the strategic roads in the area. The wider Phase 1A (North) infrastructure proposals also facilitate the new bus station in Phase 1B (North) by providing the connections off Prince Charles Drive and as explained in the various other policy sections above provides compliant facilities for pedestrians including disabled

		<p>least one vehicular link across the North Circular Road (NCR) and one 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>people, cyclists and bus users. The other facilities set out in policy C7 are planned to be provided as part of future phases, except for the rapid transit system which, whilst still part of the proposals, is currently unfunded.</p>
UDP Specific Proposals (2006)	Site	<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.	
<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>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.</p> <p>The general proposals are consistent with the vision and aims of the Development Framework.</p>

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 should this come before the Planning Committee.</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>North London Waste Authority</u></p> <p>The Authority is concerned that the proposed works could affect the access to the Hendon Waste Transfer Station located on Brent Terrace NW2 from the A406 North Circular Road. This waste transfer station is used by several London Boroughs including Barnet to deposit municipal waste collected from households and businesses in the surrounding area and is an important strategic facility. When considering this application please consider how normal access to the Hendon Rail Transfer Station would be maintained both during the construction period and when the work is completed to minimise the disruption to the service that the Authority has a statutory duty to provide.</p>	<p>Noted. The movement of construction vehicles will be fully considered in the Construction Transport Management Plan (Condition 12.1) which is a pre-commencement condition. The delivery strategy and construction methodologies for the development will be prepared with the relevant Highways Authorities to ensure that they minimise the impact on traffic, local residents and businesses, and, comply with the Traffic Management Act and New Roads and Street Works Act to ensure that suitable access is maintained to existing businesses, including the Hendon Rail Transfer Station.</p>
<p><u>Transport for London</u></p> <p>TfL have confirmed that they have no comments to make on the application. They advise that the junction is adjacent to A406, part of the Transport for London Road Network (TLRN), and TfL is responsible for implementing changes to traffic signals proposed here, and that TfL will work with the Council and developer to help ensure works are implemented in accord with their requirements.</p>	<p>Noted</p>

<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
<p><u>Sport England</u></p> <p>Confirmed they have no comments to make on the application.</p>	Noted

REFERENCE: 15/06572/RMA

