

**LOCATION:** Brent Cross Cricklewood Regeneration Area, London, NW2

**REFERENCE:** 14/07402/CON **Received:** 11/11/2014  
**Accepted:** 11/11/2014

**WARD:** Childs Hill, Golders **Expiry:** 06/01/2015  
Green, West Hendon

**APPLICANT:** Brent Cross Development Partners

**PROPOSAL:** A5 Corridor Study submission to address condition 2.7 of S73 planning application ref: F/04687/13 dated 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Area.

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## 1. RECOMMENDATION

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

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## 2. APPLICATION SUMMARY

This application seeks approval of the A5 Corridor Study pursuant to condition 2.7 of the 2014 Section 73 planning consent (ref: F/04687/13) for the Brent Cross Cricklewood regeneration.

The application was originally submitted in November 2014 in advance of the reserved matters applications for Phase 1A (North) of the Brent Cross Cricklewood development. On the 10th September 2015 the Planning Committee resolved to approve the A5 Corridor Study (14/07402/CON) subject to the completion of a Unilateral Undertaking to secure a contribution of £180,000 towards funding of a CPZ to mitigate the impacts of development parking within the Dollis Hill Area. A signed Unilateral Undertaking dated 5<sup>th</sup> January 2016 has been submitted to the Council securing the necessary financial contribution towards the CPZ in LB Brent. However application 14/07402/CON has not been formally determined to allow minor updates to the A5 Corridor Strategy to be submitted and considered by the LPA.

The reserved matters relating to infrastructure for Phase 1A (North) of the Brent Cross Cricklewood regeneration (ref: 15/03312/RMA) were also approved at the 10<sup>th</sup> September Planning Committee.

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. As a result a further four Reserved Matters Applications (RMAs) were submitted in October 2015 in relation to the following items:

- Bridge Structure B1 (Replacement A406 Tempelhof 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 (reference 15/06571/RMA still under consideration);
- 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 the existing Brent Terrace North (reference 15/06572/RMA approved 28<sup>th</sup> February 2016);
- River Bridge 1 and Central and Western River Brent Alteration & Diversion Works – an alternative design for River Bridge 1 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 (reference 15/06573/RMA approved 28<sup>th</sup> February 2016); 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 (reference 15/06574/RMA approved 28<sup>th</sup> February 2016).

The RMAs in relation to Tilling Road/Brent Terrace North junction, River Bridge 1 and the Central Brent Riverside Park were approved by the Planning Committee on the 24<sup>th</sup> February 2016. The RMA in relation to Tempelhof Bridge remains under consideration by LBB and TfL.

An application (Ref: 16/0988/NMA) under Section 96A of the Town and Country Planning Act to make non-material changes to the Section 73 Consent to reflect alternative at-grade pedestrian and cycle crossing facilities at Staples Corner including the omission of Bridge Structure B6 and the continued removal of the existing footbridges, ramps and steps at Staples Corner, and their replacement with a series of at-grade Toucan crossings and shared footway/cycleway routes around and through the M1/A406/A5 Junction.

In light of the above alternative proposals for key infrastructure within Phase 1A (North), the Brent Cross Development Partners (BXPs) have submitted an Addendum to the A5 Corridor Study to set out where the alternative proposals would result in amendments to the approved study. The Addendum is to be read in conjunction with the original A5 Corridor Study and will form part of the approved plans for application 14/07402/CON.

### **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), and School Lane Works. In addition Waste Handling facility Rail Sidings and Gantry Craneworks and Threshold spaces at Layfield Place, Fenwick Place and Tempelhof Circus and Access to Plot 28 would come forward.
- Phase 1B (North) – This includes all of the plot development on the north side with the exception of the residential development within the

Brent Cross West Zone. The sub phase also includes the new bus station, reconfigured shopping centre, Brent Cross Main Square, High Street North and other northern pedestrian routes, as well as the Riverside Park, Sturgess Park Improvements and 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 1,000 residential units.
- Phase 1C – This will include the remaining plot development on the south side.

### **3.3 Reserved Matters Approved for Phase 1A (North)**

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 Pre-Reserved Matters Conditions Previously Approved**

The 2014 Section 73 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 for Phase 1A (North) of the development have previously been approved in 2015 prior to the approval of the RMAs for Phase 1A (North). These are set out in **Appendix 3**.

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

- |                |   |
|----------------|---|
| Condition 1.9  | Construction Consolidation Centre Feasibility Study |
| Condition 1.20 | Area Wide Walking and Cycling Study (AWWCS)         |

Condition 1.21	Framework Servicing and Delivery Strategy
Condition 1.22	Phase 1A North Servicing and Delivery Strategy
Condition 2.7	A5 Corridor Study
Condition 2.8	Pedestrian and Cycle Strategy for Phase 1A North
Condition 7.1	Estate Management Framework
Condition 11.1	Car Parking Management Strategy
Condition 11.2	Phase 1 Parking Standards and Strategy
Condition 37.2	Phase 1 Transport Report
Condition 1.17	Illustrative Reconciliation Plan

### **3.4 Updates to Pre-RMA Conditions (Current Applications)**

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 RMAs for alternative infrastructure designs in relation to Phase 1A (North), a review of the relevant approved Pre-RMA Conditions has been undertaken by the Developer's planning consultants. This review has identified areas within the strategies and documents previously approved under the Pre-RMA conditions that need to be updated to ensure that they align with the alternative infrastructure designs now being proposed under these latest RMAs should the alternative infrastructure proposals be progressed.

In addition to the A5 Corridor Study (subject of this report) applications to re-discharge the following Pre-RMA conditions and update them to reflect the proposed alternative infrastructure proposals approved or proposed under RMAs for Phase 1A (North) have been submitted:

Condition 37.2	Phase 1 Transport Report
Condition 1.20	Area Wide Walking and Cycling Study (AWWCS)
Condition 2.8	Pedestrian and Cycle Strategy for Phase 1A North

A list and full description of the current Pre-RMA conditions applications 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 Tempelhof 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).

A range of bus services, operated on behalf of TfL, pass through or close to the BXC site. The area is well served by the bus route network, with frequent services to a variety of destinations in London. The majority of the bus

services start from or pass through the bus station at BXSC. This bus station serves the shopping centre and also operates as a local bus hub. Other bus hubs in the vicinity are located at North Finchley and Golders Green.

The Midland Mainline railway corridor passes through the western edge of the BXC site. The BXC site is served at the southern end by the existing Cricklewood Railway Station. Hendon Station is approximately 3km to the north, outside of the BXC site boundary.

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

Parking in and around the site is currently provided by way of controlled on-street zones, charged on-street bays, charged public off-street car parks, free off-street car parks and extensive free on-street car parking particularly in residential areas south of the A406.

## **4.2 Description of the Proposal**

### Previously Approved A5 Corridor Study

The A5 Corridor Study (A5CS) (document reference No. 47065005-TP-RPT-050\_Rev 02 BXC A5 Corridor Study) was submitted in November 2014 (Ref No 14/07402/CON) to discharge Condition 2.7.

The Planning Committee resolved on the 10<sup>th</sup> September 2015 to approve the A5 Corridor Study under application 14/07402/CON subject to the completion of a satisfactory Unilateral Undertaking to secure a contribution of £180,000 towards funding of a CPZ to mitigate the impacts of development parking within the Dollis Hill Area. A copy of the committee report is provided at **Appendix 5** of this report.

### Addendum to the A5 Corridor Study

Since the Committee resolved to approve the A5CS on the 10<sup>th</sup> September 2015 and following 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) for which additional reserved matters applications and section 96A applications have been submitted or approved.

The Developers have therefore reviewed the submitted A5 Corridor Study and identified a number of consequential inconsistencies as a result of these alternative proposals. To address these, the Developers have submitted as 'A5 Corridor Study: Addendum' (reference 60473918-TP-RPT-093 Rev 002) dated December 2015. The addendum is to be read in conjunction with the



original A5 Corridor Study and will form part of the approved plans for application 14/07402/CON.

## **5. MATERIAL CONSIDERATIONS**

### **5.1 Key Relevant Planning Policy**

In the case of Brent Cross Cricklewood, 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 A5 Corridor Study application against key London Plan and London Borough of Barnet policies has previously been provided in Appendix 4 of the 10<sup>th</sup> September 2015 committee report which is provided at Appendix 5 of this report. The application with the inclusion of the A5 Corridor Study Addendum is still considered to be in accordance with relevant planning policies.

#### 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

A 3 week period of consultation in relation to the original A5 Corridor Study was carried out with statutory consultees and other interest groups on the 27<sup>th</sup> November 2014. A second round of consultation was then carried out on 20<sup>th</sup> July 2014 for a two week consultation period following receipt of amendments to the submitted strategy.

Following submission of the December 2015 Addendum to the A5 Corridor Study a further round of consultation was carried out with statutory consultees and other interest groups on from 7<sup>th</sup> 2016 expiring on 28<sup>th</sup> January 2016.

Previous comments and objections from residents and interest groups were reported and responded to in appendix 3 of the 10<sup>th</sup> September committee report (provided at Appendix 5 to this report).

The consultation process carried out for this application is considered to be appropriate for a development of this nature.

### Consultation Responses from Statutory Consultees and Other Bodies

#### **TfL – No objection**

TfL have confirmed that they do not object to Barnet approving the application.

#### **London Borough of Brent - Objection**

- LB Brent have previously submitted comments on individual value engineering proposals indicating that Brent Council is unable to express support for such alterations to the approved mitigation measures. LB Brent do not considered it appropriate to alter proposals after approval has been granted based on the original mitigation measures.
- LB Brent previously objected to the A5 Corridor Study, including concern over limited mitigation measures and impacts on the network within Brent. Alterations to the study have not addressed these concerns, and have in fact compounded them by the introduction of value engineering measures. Therefore the objection continues to stand.

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

### Internal Consultation responses

#### **Transport and Regeneration (London Borough of Barnet) - No Objection**

Officers have reviewed the submitted A5 Corridor Study: Addendum (reference 60473918-TP-RPT-093 Rev 02) dated December 2015 and following responses provided by the Developer's consultants to initial comments, have confirmed that there are no highway concerns with the application.

## 6. PLANNING AND TRANSPORT ASSESSMENT

### 6.1 A5 Corridor Study and Controls within the 2014 Section 73 Consent

This application before members seeks the approval of the A5 Corridor Study pursuant to Condition 2.7 of the 2014 Section 73 Consent (ref: F/04687/13) which states:

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

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

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

*‘the A5 Corridor Study to cover the A5 between A407 Cricklewood Lane and Staples Corner including adjacent local roads where appropriate to be carried out by the developers on a joint and several basis and to be approved in accordance with:*

*(a) Condition 2.7 of this Permission; and*

*(b) the parameters and principles set out in Annex 7 to Schedule 17, the Matrix and Transport Reports Schedule to the S106 Agreement,*

*The A5 corridor study and monitoring, including bus journey times, should be used to inform future changes to the highways that serve the site, including modifying any of the gateway junctions, in accordance with the S106 Agreement (including the Matrix and Transport Reports Schedule).’*

Schedule 17 of the Section 106 Agreement describes the framework of controls in relation to transport matters, which includes the A5 Corridor Study.

Paragraph 4.9 of Schedule 17 explains that the scope for the A5 Corridor Study is set out at Annex 7 (or as agreed otherwise with the LPA in accordance with Condition 2.7).

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

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

*‘The existing BXC strategic transport model will be used to further test any wider area implications that might arise from future local traffic management measures that are proposed to be introduced in LB Brent to address any supplementary/unforeseen impacts from the BXC proposals. Any changes to the strategic model, would be minor and targeted to provide a better representation of the local zonal structure and network, whilst still retaining the forecast demand flows from the current matrices. In this manner, the fundamental traffic assumptions inherent within BXCO5 will be retained.’*

The scope concludes by stating that:

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

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

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

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

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

- The development of detailed designs for the new and improved junctions along the A5 Edgware Road,*

- *The testing of any temporary traffic management measures during the construction period on highway operations.*

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

Paragraph 6 of Schedule 3 of the S106 Agreement states that the BXPs will fund or carry out or fund via a S278 Agreement the reasonable and proper costs of implementing any Supplementary Transport Measures in respect of the relevant Phase or Sub-Phase of the Northern Development identified in the approved A5 Corridor Study. There are similar provisions for the Southern Development.

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

## **6.2 Updates to the approved A5 Corridor Study**

The A5 Corridor Study (document reference No. 47065005-TP-RPT-050\_Rev 07 BXC A5 Corridor Study) was originally submitted in November 2014 to discharge Condition 2.7. The developer submitted an updated document (reference No. 47065005-TP-RPT-050\_Rev 07 BXC A5 Corridor Study) on the 17th July 2015 to respond to comments by LB Barnet, LB Brent and TfL. The strategy was subsequently recommended for approval at the 10<sup>th</sup> September 2015 Planning Committee subject to the completion of a Unilateral Undertaking to secure a financial contribution towards CPZs in LB Brent. The committee report is provided in Appendix 5 for information. Please refer to this report for a full description and assessment of the approved A5CS.

Following the approval of the Phase 1A (North) Infrastructure Reserved Matters Application (15/03312/RMA), the Brent Cross Development Partners have investigated alternative designs for a number of specific infrastructure items within Phase 1A (North). Consequently four Reserved Matters Applications (RMAs) were submitted in October 2015 in relation to the following items:

- Bridge Structure B1 (Replacement A406 Tempelhof 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 (reference 15/06571/RMA);

- 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 the existing Brent Terrace North (reference 15/06572/RMA);
- River Bridge 1 and Central and Western River Brent Alteration & Diversion Works – an alternative design for River Bridge 1 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 (reference 15/06573/RMA); 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 (reference 15/06574/RMA).

The RMAs in relation to Tilling Road/Brent Terrace North junction, River Bridge 1 and the Central Brent Riverside Park were approved by the Planning Committee on the 24<sup>th</sup> February 2016. The RMA in relation to Tempelhof Bridge remains under consideration by LBB and TfL.

A section 96A non-material minor amendment application (reference 16/0988/NMA) has also been submitted in relation to Staples Corner to replace the Staples Corner footbridges which were previously to be retained and the approved Bridge B6 pedestrian / cycle bridge with at-grade crossings.

As a result of the above applications the Developers have submitted an addendum to the A5 Corridor Study ('A5 Corridor Study: Addendum' reference 60473918-TP-RPT-093 Rev 002) dated December 2015 which details where the alternative infrastructure proposals would result in an amendment to the approved A5 Corridor Study.

The Addendum summarises the effect of the alternative proposals on the information within the approved A5CS: 47065005-TP-RPT-050\_Rev 07 should each alternative proposal be approved by the Local Planning Authority and implemented by the Developer and explains any updates to the approved A5CS required as a result of the alternative proposals.

This committee report provides a section on each of the alternative proposal as set out above, summaries the design approved under Reserved Matters for Phase 1A (North), the alternative design proposed by the Developer and the updates required to the Phase Transport Report; should each alternative

design be approved by the London Planning Authority and implemented by the developer

### **Alternative Proposal for Tempelhof Bridge (B1)**

The A406 Tempelhof Bridge (Bridge Structure B1) is a replacement road bridge which provides an improved route to connect Market Quarter and Brent Cross East & West Zones. The Development Partners have submitted a reserved matters application (ref: 15/06571/RMA) for an alternative proposal for the Tempelhof Bridge from that shown in the approved RMA (Ref: 15/03312/RMA).

The approved Bridge Structure B1 accommodates four traffic lanes, two for general traffic (one in each direction) and two bus only lanes (one in each direction) and a segregated footway / cycleway alongside the northbound carriageway. To the north of the A406 the segregated footway / cycleway will link with a shared footway / cycleway facility connecting with the shopping centre car park access road and the shopping centre cycle parking provision. A toucan crossing will be provided across New Tempelhof Avenue in order to provide access to cycle parking located at the Tempelhof Circus entrance. A pedestrian only footway will be provided alongside the southbound carriageway between the toucan crossing across New Tempelhof Avenue and High Street South (East Works). In addition, a pedestrian only footway will be provided along the north side of the Tempelhof Link Road.

The alternative proposal for Tempelhof Bridge proposes a narrower overall bridge structure, reducing the number of traffic lanes from four to two, by removing the two dedicated bus lanes. As per the approved highway alignment a slip lane would be provided for southbound traffic to filter into the Tempelhof Link Road. The proposed alternative design for the A406 Tempelhof Bridge is shown in drawing BXCR-URS-B1-HS-AP-SE-00001 as submitted under RMA ref 15/06571/RMA, which is currently under consideration by LBB and TfL.

#### Updates required to the A5CS in relation to alternative proposal for Bridge B1

The alternative design for Tempelhof Bridge is still under consideration by the Council and TfL. The following updates are proposed to the A5 Corridor Study to reflect the alternative proposal for Tempelhof Bridge, should it be considered for approval by London Borough of Barnet and thereafter implemented by the developers.

Paragraph 4.1 from the A5CS states the following:

*“The Section 106 contains the following provisions: (...)*

- 2. The DPs will also construct the bus lanes, bus and access only routes and bus stops for each sub-phase/phase shown indicatively on drawing No D119038/046 Rev B (Schedule 8, S106 Agreement). Details to be submitted for approval.”*

No change is proposed to the wording of this paragraph as the measures are described as indicative to allow for flexibility in the design as each phase is refined during the development of the detailed design.

Paragraph 4.5.5 from the original submitted A5CS states the following:

*“Drawing number BXCR-URS-ZZ-XX-SK-CE-00012\_P01 shows end state bus priority proposals. The proposals largely comprise of a combination of bus lanes and enhanced junction performance due to capacity upgrades at key junctions.”*

The A5CS Addendum includes the current bus priority proposal plan BXCR-URS-ZZ-XX-SK-CE-00012\_P01 as an appendix as well as a revised drawing (number BXCR-URS-ZZ-XX-SK-CE-00012\_P02) which shows the alternative proposal for Tempelhof Bridge (Bridge Structure B1) and the corresponding changes to the bus priority measures. Should the alternative Tempelhof Bridge proposals be approved and brought forward the A5CS Addendum proposes that paragraph 4.5.5 would be updated as follows:

*“Drawing number BXCR-URS-ZZ-XX-SK-CE-00012\_P02 shows end-state bus priority proposals. The proposals largely comprise of a combination of bus lanes and enhanced junction performance due to capacity upgrades at key junctions.”*

### **Alternative Proposal for Brent Terrace North/ Tilling Road junction**

A full description and assessment of the alternative design for the Brent Terrace North / Tilling Road junction approved under RMA reference 15/06572/RMA is provided in the 24<sup>th</sup> February Planning Committee report.

Capacity analysis was presented for the Staples Corner junction only (i.e. A406/A5 intersection) in the approved A5CS. The alternative proposal for the Brent Terrace North/Tilling Road junction has been modelled to test the effect of changing future year traffic conditions. The junction has been modelled together with the Staples Corner/M1 junctions such that traffic signal timings are efficiently coordinated. The modelled results continue to show that this junction is forecast to operate satisfactorily during all time periods with no excessive queues. The Council’s Highways officers reviewed the RMTR Addendum 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 Required to the A5CS**

The alternative proposals for Brent Terrace North / Tilling Road junction therefore have no detrimental effect on traffic capacity and are not anticipated to affect the capacity analysis that has been presented for Staples Corner. Therefore, no changes are proposed to the A5CS.



## Alternative Proposal for Staples Corner

Staples Corner is a large complex urban junction which links the M1, A406 and A5.

Under the current approved highway layout, the existing footbridges at Staples Corner are to remain. However, the northeast footbridge will need to be re-provided with a longer span due to the realigned kerb position. In addition, a new pedestrian/cyclist bridge with ramp and steps will be provided (known as Bridge B6) to the east of the railway line across the A406.

The Development Partners have submitted an alternative proposal to remove the existing footbridges and to omit the proposed B6 pedestrian cyclist bridge across the A406 at the junction and replace them with a series of at grade crossings to provide links for pedestrians and cyclists around the junction. These changes have been approved via a Section 96A non-material minor amendment application to update relevant plans within the 2014 Section 73 Consent. Corresponding updates to the relevant sections of the RDSF are also being made via application (reference 15/07802/CON) under Condition 2.4 of the Section 73 Consent. This application is also before the Committee for consideration.

### Updates Required to the A5CS

The amendments to Staples Corner result in some updates being required to the approved A5CS. These changes, which are listed below, are not considered to affect the conclusions of the document, and instead are made for consistency/accuracy purposes:

- Add Figure 1 showing the draft alternative proposal at Staples Corner (should the alternative proposals be progressed) after Figure 3.5 (showing approved highway layout for proposed junction at Staples Corner).
- Figure 3.6 from the approved A5CS (showing the method of control for the approved Staples Corner layout) and its supporting text is to be supplemented with the following:

*“Should the alternative proposals be progressed a three stage method of control is proposed for this junction, where in stage 1 the southern arm of the A5 runs in parallel with pedestrian phases crossing the western arm of the A406. In stage 2 the northern arm of the A5 (A5 off-slip) runs concurrently with traffic turning right northwards to the A5. During stage 3, the western arm of the A406 runs on its own.”*

- Add to paragraph 3.4.1 (showing phase 1 capacity analysis for Staples Corner) with the following:

*“Should the alternative proposals be progressed the degree of saturation (DoS) for all movements during both AM and PM peak hours are modelled to be less than the operational threshold of 90%. During the*

*Saturday peak hour one movement is forecast to operate in excess of 90% DoS. The A5 southbound off-slip (link 72), which has been modelled as a flared approach, is forecast to operate with a DoS of 94%, with an average queue of 20 PCUs (115m). The flared approach has approximate queue storage of 175m (south of the toucan crossing) which will adequately store the resulting queue.”*

- Add Staples Corner phase 1 modelling results from the alternative proposal (see Table 1 from Appendix E) to results in Appendix M of the approved A5CS.

- Add to paragraph 3.5.1 (showing end-state capacity analysis for Staples Corner) with the following:

*“Should the alternative proposals be progressed the DoS for all movements during both AM and PM peak hours are modelled to be less than or equal to the operational threshold of 90%. During the Saturday peak hour there are two movements that are forecast to operate with DoS in excess of 90%, namely:*

- *The A5 southbound off-slip which is modelled as a flared approach (link 72): DoS 94%. The resultant average queue of 144m can be managed in the road space available*
- *The A5 northbound to M1 and A5 northbound which is modelled as a flared approach (link 82): DoS 91%. The resultant average queue is 15 PCUs (86m) will occupy all of link 82 but will not extend as far back as the toucan crossing”*

- Add Staples Corner end-state modelling results from the alternative proposal (see Table 2 from Appendix E) to results in Appendix N of the approved A5CS.

- Under the recommendation section of paragraph 4.4.4 there is reference to drawing number 47066786/A5CS/PC/001, that summarises potential improvements identified from the PERS and CERS audits (pedestrian and cycle environment review system). In addition, under this same section from the approved A5CS, there is reference to a second drawing that was extracted from the area wide walking and cycling strategy (AWWCS) (document number 47066786/AWWCS/003 rev C) titled *Local authority suggested area wide walking and cycling study – improvements plan and proposed pedestrian and cycle network*. These drawings have been updated to reflect the alternative Staples Corner proposals (should they be progressed) and are included in Appendix F of the A5CS Addendum (drawing numbers 47066786\_A5CS\_PC\_001 Rev A and AWWCS Plan 47066786/AWWCS/003 rev D respectively).

## Conclusions

The impacts of the Phase 1A (North) development on the A5 Corridor Study network have previously been robustly assessed by LBB and TfL including an

enhanced mitigation package which was considered to be appropriate. The resulting A5 Corridor Study was approved by Committee on the 10<sup>th</sup> September 2015. The submitted addendum supplements and updates the submitted A5CS. Both documents when read together are considered to meet the requirements for the discharge of condition 2.7 of 2014 Section 73 planning consent (reference F/04687/13).

## **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 recent 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.

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 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 the alternative infrastructure proposals 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).

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

- i. there are no additional or different likely significant environmental effects than is considered in the environmental information already before the Council (the Environmental Statement (ES) (BXC02) submitted with the Section 73 application (F/04687/13) and any further and/or other information previously submitted; and
- ii. the environmental information already before the Council (the ES submitted with the Section 73 application and any further and/or other information previously submitted) remains adequate to assess the environmental effects of the development.

## **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.

The Developers met with the Chair of the Brent Cross Cricklewood Consultative Access Forum to discuss the proposed changes to the pedestrian and cycle crossing facilities at the Staples Corner junction. A submitted email from the CAF Chair to the other CAF members notes that the developers and Transport for London both now prefer pedestrians to have “at grade crossings” and not use elevated pedestrian and cycle bridges. The email notes that the new pedestrian crossings at Staples Corner do not involve Traffic Islands or Shared Surfaces; both issues that continue to be of concern to visually impaired and disabled people. The email concludes that the CAF Chair believes it is a sensible suggestion to have controlled crossings at ground level and advises the wider CAF members that the changes should be welcomed whilst reminding the developers of their concerns about Traffic Islands and Shared Surfaces.

## **9. CONCLUSION**

Members have previously approved the A5 Corridor Study at the 10th September 2015 Planning Committee pursuant to condition 2.7 of the 2014 Section 73 Consent for the regeneration of Brent Cross Cricklewood.

In light of the alternative proposals that have been submitted for key infrastructure within Phase 1A (North), the Brent Cross Development Partners have submitted an addendum to the A5 Corridor Study to set out where the alternative proposals would result in amendments to the approved study. The addendum is to be read in conjunction with the original A5 Corridor Study document.

A signed Unilateral Undertaking dated 5<sup>th</sup> January 2016 has also been submitted to the Council securing the necessary financial contribution towards the CPZ in LB Brent.

The A5 Corridor Study (document reference No. 47065005-TP-RPT-050\_Rev 07) and the A5 Corridor Study: Addendum (reference 60473918-TP-RPT-093 Rev 002) dated December 2015 are considered to be appropriate to ensure that the impacts of the development on the A5 Corridor Study network have been robustly assessed and the enhanced mitigation package continues to be appropriate. Both documents when read together are considered to meet the requirements for the discharge of condition 2.7 of 2014 Section 73 planning consent (reference F/04687/13). It is considered that the details submitted are acceptable and therefore APPROVAL is recommended in order to allow condition 2.7 to be discharged.

### **LIST OF APPENDICES**

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APPENDIX 5 – 10<sup>th</sup> SEPTEMBER 2015 COMMITTEE REPORT

**APPENDIX 1**  
**INFORMATIVES**

**Informatives:**

<b>1</b>	<p>The plans accompanying this application are:</p> <p>A5 Corridor Study (BXCR-URS-47065005-TP-RPT-050 Rev 07) (Dated: July 2015);</p> <p>A5 Corridor Study: Addendum (60473918-TP-RPT-093 Rev 002) (Dated December 2015)</p>
<b>2</b>	<p>In accordance with Reg 3 (4) and Reg 8 (2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, it is considered that:</p> <ul style="list-style-type: none"><li>i. this submission of reserved matters reveals, with regard to the subject matter of the application, that there are no additional or different likely significant environmental effects than is considered in the environmental information already before the Council (the Environmental Statement (ES) (BXC02) submitted with the Section 73 application (F/04687/13) and any further and/or other information previously submitted; and</li><li>ii. the environmental information already before the Council (the Environmental Statement (ES) (BXC02) submitted with the Section 73 application (F/04687/13), and any further and/or other information previously submitted) remains adequate to assess the environmental effects of the development.</li></ul>

## APPENDIX 2

### RELEVANT PLANNING HISTORY

#### Outline Planning Permission

**Reference:**

C/17559/08 (granted 28 October 2010)

**Location:**

Cricklewood Regeneration Area, North West London.

**Description:**

Comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area comprising residential uses (Use Class C2, C3 and student/special needs/sheltered housing), a full range of town centre uses including Use Classes A1, A5, offices, industrial and other business uses within Use Classes B1 - B8, leisure uses, rail based freight facilities, waste handling facility and treatment technology, petrol filling station, hotel and conference facilities, community, health and education facilities, private hospital, open space and public realm, landscaping and recreation facilities, new rail and bus stations, vehicular and pedestrian bridges, underground and multi-storey parking, works to the River Brent and Clitterhouse Stream and associated infrastructure, demolition and alterations of existing building structures, CHP, relocated electricity substation, free standing or building mounted wind turbines, alterations to existing railway including Cricklewood railway track and station and Brent Cross London Underground station, creation of new strategic accesses and internal road layout, at grade or underground conveyor from waste handling facility to CHP, infrastructure and associated facilities together with any required temporary works or structures and associated utilities/services required by the Development (Outline Application). The application is accompanied by an Environmental Statement.

**Reference:**

F/04687/13 (granted 23 July 2014)

**Location:**

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

**Description:**

Section 73 Planning application to develop land without complying with the conditions attached to Planning Permission Ref C/17559/08, granted on 28 October 2010 ('the 2010 Permission'), for development as described below: Comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area comprising residential uses (Use Class C2, C3 and student/special needs/sheltered housing), a full range of town centre uses including Use Classes A1 - A5, offices, industrial and other business uses within Use Classes B1 - B8, leisure uses, rail based freight facilities, waste handling facility and treatment technology, petrol filling station, hotel and conference facilities, community, health and education facilities, private hospital, open space and public realm, landscaping and recreation facilities, new rail and bus stations, vehicular and pedestrian bridges, underground and multi-storey parking, works to the River Brent and Clitterhouse Stream and



associated infrastructure, demolition and alterations of existing building structures, CHP/CCHP, relocated electricity substation, free standing or building mounted wind turbines, alterations to existing railway including Cricklewood railway track and station and Brent Cross London Underground station, creation of new strategic accesses and internal road layout, at grade or underground conveyor from waste handling facility to CHP/CCHP, infrastructure and associated facilities together with any required temporary works or structures and associated utilities/services required by the Development (Outline Application).

The application is accompanied by an Environmental Statement.

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

**Reference:**

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

**Location:**

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

**Description:**

Reserved Matters application within Phase 1a (North) of the Brent Cross Cricklewood Regeneration Scheme relating to Layout, Scale, Appearance, Access and Landscaping, for the residential development of Plots 53 and 54 comprising 47 Residential Units Submission is pursuant to conditions 1.2.1.A, 2.1 and for the part discharge of condition 13.1 of Planning Permission F/04687/13 dated 23 July 2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area. Application is accompanied by an Environmental Statement Further Information Report.

**Reference:**

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

**Location:**

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

**Description:**

Reserved Matters application within Phase 1A (North) of the Brent Cross Cricklewood Regeneration area, submitted pursuant to conditions 1.2.1.A, 2.1 and for the part discharge of condition 13.1 of Planning Permission F/04687/13 dated 23 July 2014 for the comprehensive mixed use redevelopment of Brent Cross Cricklewood, relating to Layout, Scale, Appearance, Access and Landscaping for the Open Spaces of Clitterhouse Playing Fields and Claremont Park, including the provision of a sports pavilion, maintenance store and associated car parking. Application is accompanied by an Environmental Statement Further Information Report.

**Reference:**

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

**Location:**

Brent Cross Cricklewood Regeneration Area, North West London, NW2

**Description:**

Reserved Matters application within Phase 1a (North) of the Brent Cross Cricklewood Regeneration scheme relating to Layout, Scale, Appearance, Access and Landscaping for infrastructure including roads, bridges and River Brent diversion works; Submission is pursuant to conditions 1.2.1.A, 2.1 and for the part discharge of condition 13.1 of planning permission F/04687/13 dated 23 July 2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area.

Application is accompanied by an Environmental Statement Further Information Report.

**Reference:**

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

**Location:**

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

**Description:**

Reserved Matters application within Phase 1A (North) of the Brent Cross Cricklewood Regeneration area, submitted pursuant to conditions 1.2.1A, and 2.1 and for the part discharge of condition 13.1 of Planning Permission F/04687/13 dated 23 July 2014 for the comprehensive mixed use redevelopment of Brent Cross Cricklewood, relating to Layout, Scale, Appearance, Access and Landscaping for the Open Space of the Central Brent Riverside Park. Application is accompanied by an Environmental Statement Further Information Report.

**Reference:**

15/05040/CON (granted 25/02/2016)

**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.

**Reference:**

15/06571/RMA (under consideration)

**Location:**

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

**Description:**

Amendment to the design of Bridge Structure B1 (Replacement A406 Tempelhof Bridge) Submission of Reserved Matters Application within Phase 1A (North) of the Brent Cross Cricklewood Regeneration Area; relating to Layout, Scale, Appearance, Access and Landscaping for Bridge Structure B1 (Replacement A406 Tempelhof Bridge). Submission is pursuant to conditions 1.2.1A, and 2.1 and for the part discharge of condition 13.1 of planning permission F/04687/13 dated 23 July 2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area.

**Reference:**

15/06572/RMA (granted 28/02/2016)

**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 (granted 28/02/2016)

**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 (granted 28/02/2016)

**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.

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

**Reference:**

15/06518/RMA (granted 05/01/2015)

**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."

**Reference:**

16/0988/NMA

**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: Update to the M1/A406/A5 Gateway Junction plans approved under Condition 1.29; Update to the Annex of Approved Plans attached to the Section 73 permission; Update to Planning Condition 21.1.1 (Phase 2 Triggers and Thresholds) to identify the revised plan references for the M1/A406 and

A5/A406 Gateway Junction; Update to Planning Condition 13.1 (Phase 1 Commencement Submissions and Approvals) to omit reference to Bridge Structure B6 (M1 Junction Pedestrian and Cycle Bridge) as an alternative at-grade pedestrian and cycle facility is proposed, and to omit reference to the Bus Station Temporary Relocated facility.

### APPENDIX 3

#### PRE RESERVED MATTERS CONDITIONS

##### Pre Reserved Matters Conditions

<b>Pre RMA Planning Reference</b>	<b>Description</b>	<b>Registration Date</b>	<b>Status</b>
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	09.12.2014	Discharged: 31.03.2015

	23/07/2014 for the 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	02.02.2015	Discharged: 10.09.2015



	redevelopment of the Brent Cross Cricklewood Area		
14/08109/CON	Car Parking Management Strategy to address condition 11.1 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	17.12.2014	Discharged: 10.09.2015
14/08108/CON	Phase Car Parking Standards and the Phase Car Parking Strategy for Sub Phase 1A North to address condition 11.2 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	17.12.2014	Discharged: 10.09.2015
14/07897/CON	Existing Landscape Mitigation Measures in relation to Phase 1a North to address condition 27.1 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	09.12.2014	Discharged: 10.09.2015
14/07896/CON	Tree Protection Method Statement in relation to Phase 1a North to address condition 27.2 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	09.12.2014	Discharged: 10.09.2015
15/00668/CON	Acoustic Design Report to address condition 29.1 for Phase 1a (North) of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	02.02.2015	Discharged: 10.09.2015

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

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

	redevelopment of the Brent Cross Cricklewood regeneration area.		
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## APPENDIX 4

### OBJECTIONS AND OFFICER RESPONSES

#### Consultation responses from Statutory Consultees

Consultation Response	Officer Comments
<p><b><u>Transport for London</u></b></p> <p>TfL confirm that they do not object to Barnet approving the application.</p> <p>They also make the following comments:</p> <p>The update to the A5 Corridor Study includes alternative proposals we are yet to agree.</p> <p>I note in the A5 Corridor Study, existing congestion is identified and that the development contributes further delays to buses using this corridor in 2021 Vissim assessment. The A5CS also stated:</p> <p>“The original transport assessment and non-technical bus strategy emphasise the need for additional public transport services and infrastructure to be an integral element of the phased development and geared towards delivery of the end state of the development.”</p> <p>TfL has set out our Requirements for Brent Cross Cricklewood highway works in letter dated 18th June 2015, you already have a copy forwarded in my previous email. This covers our expectations as far as bus operations, bus priority, bus stops etc as well as traffic modelling is concerned.</p>	<p>Noted</p>

**London Borough of Brent**

LB Brent have previously submitted comments on individual value engineering proposals indicating that Brent Council is unable to express support for such alterations to the approved mitigation measures. LB Brent do not consider it appropriate to alter proposals after approval has been granted based on the original mitigation measures.

LB Brent previously objected to the A5 Corridor Study, including concern over limited mitigation measures and impacts on the network within Brent. Alterations to the study have not addressed these concerns, and have in fact compounded them by the introduction of value engineering measures. Therefore the objection continues to stand.

For officer responses to previous LB Brent comments refer to 10<sup>th</sup> September 2015 Committee report provided in Appendix 5 of this report.

**Consultation responses from Internal Consultees**

<b><u>LBB Highways Officer Comments</u></b>	<b><u>Responses from Developer</u></b>
<p>The following points are noted with regard to the 'A5 Corridor Study: Addendum' Doc no. 60473918-TP-RPT-092 Rev 002 dated December 2015:</p> <p>Appendix A: Drawing BXCR-URS-B1-HS-AP-SE-00001 Rev P10 shows the alternative design of the Tempelhof Bridge (Bridge Structure B1).</p> <p>However, the drawing ceases to the immediate south of the proposed toucan crossing. Therefore, not only is the proposed widening of lane widths on the bend north of Tempelhof Bridge not shown but also the central island from the Western Roundabout to the Toucan Crossing, as submitted on drawing number BXCR-URS-B1-HW-SK-CE-00017 Rev01 to the London Borough of Barnet on 8th January 2016. This latter drawing has a hatched central area south of the toucan crossing not shown in the plan accompanying the addendum.</p> <p>Appendix B: Drawing BXCR-URS-ZZ-XX-SK-CE-00012 Rev P02 identifies the end state bus priority measures. It is noted that the changes to Rev P01 include:</p> <ul style="list-style-type: none"> <li>- Removal of the bus lanes on</li> </ul>	<p>“The purpose of the addendum is to detail how the report is impacted by the alternative proposals and is not meant to constitute a design submission (which is dealt with under separate submissions). Furthermore, the general transport points raised are not relevant to the A5 Corridor which this pre-RMA document specifically deals with.”</p> <p>“The plan provided in Appendix A is for illustrative purposes, to be considered alongside the addendum text and is a structural drawing showing the bridge spans; as the Bridge Spans stop before the toucan crossing this detail is not shown on this drawing. The details of the alternative proposals for Bridge Structure B1 are dealt with under the Reserved Matters Application (“RMA”) Ref No 15/06571/RMA.”</p> <p>“Drawing BXCR-URS-B1-HW-SK-CE-00017 P01 was a further optioneering drawing produced for comment to address LBB concerns over vehicle movements. It is considered that the central island proposals could be progressed through discussions with LBB during detailed design and does not form part of the RMA Ref No 15/06571/RMA.”</p> <p>“The central island is an alternative alignment to address LBB comments over vehicle movements. It is considered that the central island proposals could be progressed through discussions with LBB during detailed</p>

<p>Tempelhof Bridge</p> <ul style="list-style-type: none"> <li>- New bus lane southbound at southern end of New Tempelhof Avenue</li> <li>- School Lane amended from 'Lightly trafficked road where more buses will move efficiently' to 'Bus and access only routes'</li> <li>- Removal of Pedestrian / Cycle Bridge B6</li> </ul> <p>However, the central island from the Western Roundabout to the Toucan Crossing on Tempelhof Bridge is not shown.</p> <p>Appendix C: Drawing BXCR-URS-AH-RM-DR-CE-00014 Rev P09 does not show the island extended to prevent right turning movements from New Tempelhof Avenue to Tempelhof Link Road and the hardened verge rather than wide footway on the bend between New Tempelhof Avenue and Market Square as shown in Drawing BXCR-URS-B1-HW-SK-CE-00016 Rev P01 as submitted to the London Borough of Barnet on 13th January 2016.</p> <p>Appendix D Drawing BXCR-URS-SC-HW-SK-CE-00003 Rev P01 identifies the general arrangement of the at grade crossings option for Staples Corner. However, the linkage between the toucans on the A5 north and south of Staples Corner is unclear. Which sections are shared footway/cycleway and how wide are these links. For the footway only section, where will cyclists be routed?</p>	<p>design and does not form part of the RMA Ref No 15/06571/RMA submission.”</p> <p>“The purpose of the plan provided in Appendix B is to illustrate the alternative proposals at the Brent Terrace North/Tilling Road junction (not New Tempelhof Avenue/Tempelhof Link Road/Market Square).</p> <p>“Drawing BXCR-URS-B1-HW-SK-CE-00016 P01 was produced as an optioneering exercise in response to LBB comments. It is considered that the exact detail of the alignment can be determined during the detailed design stage through discussions with LBB.”</p> <p>“This is a draft plan, apologies the plan was not marked as such as per the other Pre-RMA documents as discussed below. All routes are footway/cycleway apart from the footway adjacent to the designated left turn lane (on the western side of the A5, south of Staples Corner). Cyclists will be directed across the A5 to the shared footway/cycleway facility on the eastern side of the A5. All crossings are 4m wide as per TfL guidance. The detailed layout of the at-grade solution will be submitted as part of a Section 96A application to make a non-material amendment the layout plan previously approved and tied into the permission via Condition 1.29.”</p>
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**SITE LOCATION PLAN: Brent Cross Regeneration Area, London NW2**

**REFERENCE: 14/07402/CON**





**APPENDIX 5**

**10<sup>th</sup> September Planning Committee Report for application  
14/07402/CON**