

LOCATION: Phase 1A North, Brent Cross Cricklewood
Regeneration Area, London NW2

REFERENCE: 15/07953/CON **Received:** 24 December 2015
Accepted: 24 December 2015

WARD: Childs Hill, Golders **Expiry:** 18 February 2016
Green, West Hendon

APPLICANT: Brent Cross Development Partners

PROPOSAL: 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

1. RECOMMENDATION

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

2. APPLICATION SUMMARY

This application seeks approval for an Addendum to the Phase Transport Report for Phase 1, submitted pursuant to planning condition 37.2 of the 2014 Section 73 Consent (F/04687/13). The purpose of this report is to update the approved Phase Transport Report for Phase 1 (document reference no: 47065005-TP-RPT-047 Rev 04) (Ref: 15/00812/CON, approved: 10th September 2015). The Addendum submitted to re-discharge this planning condition should be read in conjunction with the approved report.

Planning Condition 37.2 is a pre reserved matters condition and the Phase Transport Report for Phase 1 was submitted prior to the submission of any Reserved Matters within Phase 1 of the Brent Cross Cricklewood Regeneration. The reserved matters relating to infrastructure for Phase 1A (North) of the Brent Cross Cricklewood regeneration (ref: 15/03312/RMA) were approved at the 10th 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 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 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 - 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 (Ref: 15/06572/RMA Approved on 28th February 2016);
- 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 the ability 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 (Ref: 15/06573/RMA Approved on 28th February 2016););
- 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 (Ref: 15/06574/RMA Approved on 28th 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 24th February 2016. The RMA in relation to Tempelhof Bridge remains under consideration by London Borough of Barnet (LBB) and Transport for London (TfL).

An application (Ref: 16/0988/NMA) under Section 96A of the Town and Country Planning Act for Non-material Amendments for highways works within Phase 1A (North) has been submitted, and in particular the below proposals require the Phase 1 Transport Report to be updated:

- Omission of the Temporary Bus Station: ability to move from the existing Bus Station to the new Bus Station avoiding the need for a temporary facility;
- Alternative at-grade proposals 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 have submitted an

addendum to the Phase Transport Report for Phase 1 to set out where the alternative proposals would result to update the approved document. The addendum seeks to summaries the alternative proposal, the approved design and the specific changes required should the alternative proposal be delivered by Development Partners.

The Addendum was submitted on 24 December 2015 to comply with the planning condition 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.

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

- BXC05 Volume 1 Consolidated Transport Assessment Main Report;
- BXC05 Volume 2 Consolidated Transport Assessment Appendices;
- BXC05 Volume 3 Consolidated Transport Assessment Travel Plans;
- BXC05 Volume 4 Consolidated Transport Assessment Highway Engineering Proposals;
- BXC05 Volume 5 S73 Transport Report; and
- BXC05 Volume 6 S73 Highway Engineering Report.

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-routing and Bridge works will be delivered as part of Phase 1A (North), along with the Clitterhouse Playing Fields

Part 1 (excluding the Nature Park) and the Claremont Park Improvements. The Living Bridge is included in (and its details will be approved before the commencement of) Phase 1A (North). Under the Revised Section 106 Agreement, its delivery will be triggered by the commencement of Phase 1B (North) and its delivery will be programmed to commence and be completed no later than before the occupation of Phase 1B North plots.

- Phase 1A (South) – A number of highway improvements needed to support Phase 1 of the Southern Development will be provided including the Waste Handling Facility (Diverted Geron Way/A5 junction; Claremont Park Road (Part 1); School Lane Works.
- Phase 1B (North) – This includes all of the plot development on the north side with the exception of the residential development within the Brent Cross West Zone. The sub phase also includes the new bus station, reconfigured shopping centre, Brent Cross Main Square, High Street North and other northern pedestrian routes, as well as the Riverside Park, Sturgess Park Improvements and around 300 housing units. Commencement of this Sub-Phase will trigger the BXP's obligations to deliver the Living Bridge which will link into the buildings and public realm to be provided on the Plots forming part of this Sub-Phase.
- Phase 1B (South) – This includes the Market Square, the Clarefield Park Temporary Replacement Open Space, the replacement food store, the Waste Handling facility, the CHP and the new and expanded Claremont School, in addition to more than 1000 residential units.
- Phase 1C – This will include the remaining plot development on the south side.

3.3 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** (Pre- Reserved Matters Conditions).

The transport strategies, reports and feasibility studies required are either specifically related to Phase 1 or Sub-Phase 1A (North). The Phase 1 Transport Report (Condition 37.2) the subject of this committee report relates to the whole of Phase 1 and is a Pre -Reserved matters condition which was submitted prior to the submission of any RMA application within Phase 1.

Other relevant Transport related 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 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.

Condition 1.20	Area Wide Walking and Cycling Study (AWWCS)
Condition 2.7	A5 Corridor Study
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** (Pre- Reserved Matters Conditions).

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).

3.2 Description of Proposal

Following the approval of the Phase 1A (North) Infrastructure Reserved Matters application, the developers have considered a number of alternative proposals for specific aspects of highway infrastructure. The purpose of this Addendum is to provide detail where the alternative design would result to update the approved Phase Transport Report for Phase 1, should that alternative proposal be implemented.

Documents Submitted:

The Phase Transport Report: Phase 1 (Document No: 47065005-TP-RPT-047 Rev 04) Approved 10 September 2015 (Ref: 15/00812/CON) should be read in conjunction with following documentation the application supports:

- Phase Transport Report: Phase 1: Addendum (Ref: 60473918-TP-RPT-092 Rev: 002)

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**. It is suffice to state here that the application is considered to be in accordance with Policy. The application is for matters reserved following the grant of the outline planning permission under the 2014 permission and as such the policy considerations have previously been considered and have been found to have been met.

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 Consultations and Views Expressed

Statutory consultees and other interest groups were initially consulted on 31 December 2015 allowing a 3 week period to respond, expiring on 21 January 2016.

Local residents have also submitted comments on the application. 6 Letters of objection from residents and interest groups were received in response to this consultation period.

A detailed summary of the comments received from statutory consultees and other bodies and officer comments in response can be found under **Appendix 5 (Objections and Officers 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.

Consultation Responses from Statutory Consultees and Other Bodies

Transport for London (TfL) – No objection

Email dated 9th February 2016. Full summary TfL's comments and LB Barnet officer's responses are provided in Appendix 5.

London Cycling Campaign (LCC) – Object to the application

Email dated 21st January 2016. Full summary of LCC's comments and LB Barnet officers responses are provided in Appendix 5.

London Borough of Brent - Object to the application:

Letter dated 4th March 2015. Full summary of London Borough of Brent's comments and LB Barnet officers responses are provided in Appendix 5.

Brent Cross Cricklewood Consultative Access Forum

The Developers met with the Chair of the Brent Cross Cricklewood Consultative Access Forum (CA) 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.

Internal Consultation responses

Transport and Regeneration (London Borough of Barnet) - No Objection
Officers have reviewed the Addendum which supports the Phase Transport Report for Phase 1 and following responses provided by the Developer's consultants to initial comments, have confirmed that there are no highway concerns with the application. The original Highways officer comments and responses provided by the developer's consultants are set out in Appendix 5.

6. PLANNING AND TRANSPORT ASSESSMENT

6.1 Phase Transport Report and Controls within the 2014 Section 73 Consent

This application before members seeks the approval of an Addendum to update the Report. Planning Condition 37.2 attached to the 2014 Section 73 Consent (Ref: F/04687/13) states:

“Not to submit any Reserved Matters Application or any Other Matters Application in relation to any Site Engineering and Preparation Works or Building or Bridge Structure in relation to any Phase or Sub-Phase unless and until the Phase Transport Report shall have been submitted to the LPA in accordance with this Condition;

Reason: to ensure the transport impacts of each development phase are appropriately mitigated in accordance with the TA”.

Definition of Transport Report:

'Transport Report' is currently defined within the glossary of the 2014 Section 73 Consent as follows:

“Transport Report” means (as the context requires) any relevant Phase Transport Report or Reserved Matters Transport Report or (for the purposes of Condition 37.1 and 37.9 of this permission) Further Transport Report and “Transport Reports” shall mean more than one of any such reports as the case may require general scope for which is set out in the Matrix and Transport Reports Schedule and the specific scope and specification of which shall be approved in the Transport Report Scope and Specification Approval;

Phase Transport Report requirements:

The purpose of the Phase Transport Report is to show how transport and movement networks will operate at the end of each Phase of the development, and thereby reduce any potential issues at a later date. The approved report examined the end state of Phase 1 of the Brent Cross Cricklewood Regeneration. The study reviewed the design of the transport

infrastructure together with any temporary impacts, and examined the subsequent reserved matters applications for the appropriate sub phases.

Subsequent Planning Conditions and Requirements which support Condition 37.2:

The 2014 Section 73 Consent includes a number of planning conditions which support Condition 37.2. The planning conditions listed below are either required to be submitted prior to the submission of condition 37.2, or sets out requirements which supports the condition.

Condition 37.1

Condition 37.1:

“Not to submit any Transport Report without first submitting to the LPA for approval (in consultation with TfL) the Matrix and the proposed specification and scope in respect of the relevant Transport Report (including for the avoidance of doubt the Area of Concern for the relevant Transport Report) in accordance with the parameters and principles set out in the Matrix and Transport Reports Schedule and thereafter the relevant Transport Report shall be prepared in accordance with such Transport Report Scope and Specification Approval;

Reason: in order to ensure that the transport impacts of the Development as it proceeds are at all times consistent with the assessment in the Transport Assessment.”

The Phase Transport Report: Phase 1 Scope (Document no: 47065005-TPRPT- 030, Revision 5) (Condition 37.1) was approved 10th February 2015 (Ref: 14/07507/CON) and sets out the proposed methodology. It was agreed that the Phase Transport report for Phase 1 would address the transport issues relating to Phase 1 of the regeneration development, and demonstrate the principles and the benchmarks set out in the Transport Matrix.

(The Transport Matrix is a spread sheet based assessment which was the agreed method to be used to assess whether each future phase of the development can be considered to accord with the impacts assessed by the BX05 Transport Assessment and Framework Travel Plan, both submitted as supplementary documentation alongside the Section 73 Consent).

The Addendum submitted has been prepared in accordance with the approved scope and does predict any new changes.

Condition 37.3

Condition 37.3 sets out the requirements for the Phase Transport Report to accord with the BX05 Transport Assessment (TA) and Transport Matrix. The Condition requires:

“No Transport Report shall be submitted unless and until the LPA shall (in response to a written application therefor submitted with a relevant matrix) have issued its Transport Scope and Specification Approval in respect of such Transport Report in accordance with the details and arrangement set out in the Matrix and Transport Reports Schedule;

Reason: to ensure the transport impact of the scheme are appropriately mitigated in accordance with the TA.

Prior to the submission of the Phase Transport Report for Phase 1, the scope was discussed with London Borough of Barnet (LBB) and Transport for London (TfL) to comply with condition 37.3.

Condition 37.4

Condition 37.4 sets out the requirements for the Phase Transport Report as follows:

“The Transport report for any Phase or Sub-Phase shall be prepared and submitted to the LPA and TfL in accordance with the Transport Report Scope Specification Approval and the arrangements and details set out in the Matrix and Transport Reports Schedule;

Reason: To ensure the Transport Report is prepared in a consistent manner as agreed with the LPA.”

It is considered the Addendum submitted complies with the requirements of Planning Condition 37.4.

Section 106 Agreement - Schedule 17 Annex 5 ‘Scope of Phase Transport Reports and Reserved Matters Transport Reports’:

Schedule 17 sets out requirements to provide a Phase Transport Report for each Phase of the regeneration development. Though Planning Condition 37.1 sets out the proposed methodology, the Section 106 describes the framework of controls and in particular paragraph A2 states:

“A PTR will be required to support each submission for the phased development of BXC required by the Permission and Initial Planning Agreement. Essentially, these are Transport Master Plans for each phase. Each PTR should set out and address the transport issues relating to the proposed phase of development, having regard to the principles established in the S73 Permission and recognising that the detailed design of transport infrastructure is a matter that will be addressed in subsequent reserved matters applications.

The purpose of the PTR is to establish a coherent framework within which the development of the phase can be rolled out. Where appropriate, a degree of flexibility will need to be retained at the phase

stage in recognition of the fact that detailed proposals for subsequent building plots will need to be able to respond to the precise requirements of market and occupier demand. Nevertheless, it is important to establish at the phase stage the necessary principles which ensure that the phase can be developed acceptably and consistently with the parameters and principles set out in the Conditions and the Initial Planning Agreement.”

Supplementary Transport documentation ‘BXC 05 Transport Assessment’ was submitted to support the 2014 Section 73 Consent, and the Section 106 demonstrates that the Phase Transport Report will draw upon the background information and analysis provided. The Section 106 sets out the requirements for the study and forms an important reference. As set out in Schedule 17, the Transport Matrix will be used to demonstrate and ensure that the proposed development will continue to operate in accordance with the impact initially predicted under the 2014 Section 73 Consent.

It is considered the Addendum submitted to update the Phase Transport Report for Phase 1 has been prepared in accordance with Schedule 17 ‘Annex 5’ of the Section 106 Agreement.

6.2 Updates to the Approved Phase Transport Report: Phase 1

As demonstrated above, the Section 106 Agreement as well as Planning Condition 37.2 of the 2014 Section 73 Consent requires a Phase Transport Report to be provided for each phase of the regeneration development. The Phase Transport report for Phase 1 was originally submitted in February 2015 to discharge condition 37.2. The approved report was subject to a framework of control, to ensure that the Brent Cross Cricklewood Regeneration is carried out in a manner which is consistent with the Transport impacts forecasted within the BXC Transport Assessment (BXC 05).

Following the approval of the Phase 1A (North) Infrastructure Reserved Matters Application (15/03312/RMA), the Brent Cross Development Partners investigated alternative designs for a number of specific infrastructure items within Phase 1A (North). Planning applications for the below alternative design have been submitted and subsequently require updating the approved Phase Transport Report: Phase 1.

Planning applications which are the subject of the Addendum are as follows:

- A406 Tempelhof Replacement Bridge (Bridge B1): alternative of two traffic lanes only in carriageway, including the removal of dedicated bus lanes(reference 15/06571/RMA);;
- Brent Terrace North/ Tilling Road West Junction: alternative road alignment (reference 15/06572/RMA);

- River Bridge 1: Alternative bridge abutment location (reference 15/06573/RMA);
- Omission of Temporary Bus Station: The ability to move from the existing bus station to the new bus station avoiding the need to provide a temporary facility (reference 16/0988/NMA) and;
- Staples Corner Alternative proposals: Bridge B6 or grade crossing solution to be provided, and Staples Corner footbridges to be retained or an at-grade solution to be provided (reference 16/0988/NMA).

This committee report provides a section on each of the alternative proposal as set out above, summarises 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 B1) is a replacement road bridge which provides an improved A406 to connect Market Quarter and Brent Cross East and 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 RMA Ref: 15/03312/RMA approved Bridge Structure B1 as accommodating 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 western pedestrian entrance of the new shopping centre. 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.

Update required to the approved Phase Transport Report: Phase 1

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.

Rows 5, 6, 7 and 8 of Table 6.1 'Proposed works to integrate the Development into Existing Networks' of Section 6 - Accessibility Improvements;

Paragraph 3, bullet point 1 of Section 6.2.3 titled Bus services under Section 6 'Accessibility Improvements currently read's:

"Dedicated bus only lanes across Tempelhof Bridge along the new Tempelhof Avenue and High Street"

The Addendum therefore proposes to update Paragraph 3, bullet point 1 as follows:

"Dedicated bus only lanes along High Street' (if the alternative proposal for Bridge B1 is progressed)"

Paragraph 3 of Section 12.3 'Phase 1 Proposals' under Section 12 - Summary and Conclusions currently reads:

"The provision of bus priority such as on Tempelhof Bridge and the delivery of new infrastructure including a new junction on the A41 and improvements to the underpass under Tilling Road will also benefit the existing bus services operating within the vicinity of the development during Phase 1."

Due to the potential removal of bus priority on Tempelhof Bridge the Addendum therefore proposes to amend Paragraph 3 as follows:

"The delivery of new infrastructure including a new junction on the A41 and improvements to the underpass under Tilling Road will also benefit the existing bus services operating within the vicinity of the development during Phase 1.' This change will only be needed if the alternative proposal for Bridge B1 is progressed."

Alternative Proposal for Brent Terrace North/ Tilling Road junction

The highway design approved under RMA (15/033/12/RMA) sets out proposals for the realigned western section of Tiling Road (Part1), to link with the newly configured M1/A406 junction and provides a revised access point to

Brent Terrace North. This proposal provides a signal controlled junction with additional lanes on Tiling Road in both directions.

The alignment of the junction was configured based on the location illustrated on the master plan which supports the 2014 Section 73 Consent. The junction is located west of the existing Tiling Road roundabout and requires a short section of new carriageway to align with the existing Brent Terrace North.

A full description and assessment of this approved design for this junction is provided under the RMA Reference: 15/03312/RMA, which was recommended for approval at planning committee on 10th September 2015.

In principle, the change approved under RMA application (15/06572/RMA) is the location of the junction, which has moved slightly eastwards from the junction approved under application 15/03312/RMA.

The junction design as illustrated on drawings Ref BXC-URS- AH-RM-DR-CE-00013 and BXC-URS- AH-RM-DR-CE-00014 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.

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

Update required to the approved Phase Transport Report: Phase 1

The Phase Transport Report for Phase 1 does not review this junction in detail. The alternative proposal approved under the RMA application 15/06572/RMA only includes minor amendments to the infrastructure proposed, therefore would have negligible impact.

Alternative Proposal for River Bridge 1:

This approved RMA (Ref: 15/03312/RMA) includes vehicular river bridges, including River Bridge 1. This structure is associated with the approved new Western Roundabout and is situated over the new re-alignment of River Brent.

The Brent Cross Development Partners reviewed the construction of the bridge. Through this process it became clear that the position of the southern abutment of the bridge would sit within the existing river channel of the River Brent. This would complicate the construction process as the temporary river diversions would be required before the abutment could be constructed. Therefore, to improve the construction of the bridge the alternative proposal approved under RMA application Ref: (15/06573/RMA) seeks to move the northern and southern abutments of the bridge south to avoid the existing river channel. This alteration has no impact on the road layout above the bridge which remains unchanged.

Update required to the approved Phase Transport Report: Phase 1

The Phase Transport Report for Phase 1 does not review River Bridge 1 in detail. The alternative proposal approved under the RMA application 15/06572/RMA only includes minor amendments and therefore does not update aspects of the approved document.

Alternative Proposal for the omission of Temporary Bus Station facilities:

The approved RMA Application ref: 15/03312/RMA includes the relocation of the existing bus station, and providing a temporary bus station in the interim period between the demolishing of the existing bus station and completion of the new facility.

The temporary facility is proposed to support the provision of the existing bus station. Furthermore, bus stops for pick-ups and drop-offs will be provided in the vicinity of the shopping to centre to maintain public accessibility during the period when the temporary bus station is in place.

The developers have submitted an application under Section 96A of the Town and Country Planning Act for Non-material Amendments (Ref: 16/0988/NMA); this application includes an alternative proposal whereby the temporary bus station may not be required. The applicant has considered that the alternative construction sequence may now result in the new bus station being available prior to the existing facility being demolished. However, temporary facilities may still be required should the new bus station is not completed prior to demolishing the existing facilities.

Updates required to the approved Phase Transport Report: Phase 1

The alternative proposal, to omit temporary bus station facilities result in some updates required to the approve Phase Transport Report for Phase 1, which are listed below. The amendments required do not affect the conclusions of the documents, but are made for consistency and accuracy purposes:

Row 23 column 1 of 'Table 9.8 – Infrastructure Works Triggers by Area for Phase 1' under Section 9 Transport Matrix Review of the approved report currently reads:

'Bus Station Temporary Facility'

The Addendum therefore proposes to update Row 23, column 1 of Table 9.8 as follows:

'Bus Station Temporary Facility (if required should the replacement bus station not be ready prior to closure of the existing)'

Alternative Proposal for Staples Corner:

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

The highway alignment approved under RMA (Ref: 15/03312/RMA) illustrates that the existing footbridge at Staple 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 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 2014 Section 73 Consent. This application is also before the Committee for consideration.

Updates required to the approved Phase Transport Report: Phase 1

The alternative proposal for Staples Corner results in some updates required to the approved Phase Transport Report for Phase 1 which are listed below. The updates required do not affect the conclusion of the document but are made for consistency and accuracy purposes.

Bullet point 2 of Paragraph 2 (a) M1/A406 (Staples Corner) under Section 5.5 Transport Infrastructure Improvements currently reads:

“Provision of continuous off-road shared footway/cycle facilities alongside both the eastbound and westbound A406 carriageways linking from the A5 toucan crossings and Bridge B6 (Pedestrian and cycle bridge)”

The Addendum proposes to update Bullet point 2 of Paragraph 2 as follows:

“Provision of continuous off-road shared footway/cycle facilities alongside both the eastbound and westbound A406 carriageways linking from the A5 toucan crossings and Bridge B6 (Pedestrian and cycle bridge), If Bridge 6 is not provided (and at-grade crossings are provided in its place) and off-road shared footway/cycleway facility alongside the eastbound A406 carriageway linking the A5 toucan crossing (north of Staples Corner) and Bridge B6 (Pedestrian and cycle bridge) will not be provided.”

Bullet point 3 of Paragraph 2 (a) M1/A406 (Staples Corner) currently reads:

“Bridge B6 (Pedestrian and cycle bridge) over the A406 linking with shared

footway/cycleway facilities on either side”

The Addendum proposes to update Bullet point 3 of Paragraph 2 as follows:

“Bridge B6 (Pedestrian and cycle bridge) over the A406 linking with shared footway/cycleway facilities on either side or a series of at-grade toucan crossings”

Bullet point 4 of Paragraph 2 (a) M1/A406 (Staples Corner) currently reads:

“Replacement pedestrian bridge provided to the west of Bridge B6 (west of the rail arches), the new ramp on the northern side of the bridge will be wider than the existing provision to benefit mobility impaired users”

The Addendum proposes to update Bullet point 4 of Paragraph 2 as follows:

“Either a replacement pedestrian bridge will be provided to the west of Bridge B6 (west of the rail arches), with the new ramp on the northern side of the bridge being wider than the existing provision to benefit mobility impaired users or alternatively a series of at-grade toucan crossings will be provided around the junction.”

Bullet point 5 of Paragraph 2 (a) M1/A406 (Staples Corner) currently reads:

“General refurbishment of the remaining existing Staples Corner footbridges (lighting/painting etc)”

The Addendum proposes to update Bullet point 5 of Paragraph 2 as follows:

“Either general refurbishment of the remaining existing Staples Corner footbridges (lighting/painting etc.) or a series of at-grade toucan crossings will be provided around the junction.”

Paragraph 3 of Section 6.1 Pedestrian and Cycle under Section 6 Accessibility Improvements currently reads:

“The plan shows that within the development a network of local streets will provide substantially improved pedestrian and cycle routes across the BXC regeneration area. The development improves access across the A406 by providing two new bridges, one at Staples Corner and one close to the shopping centre, known as the Living Bridge. Access over the A406 will be further enhanced by the improved replacement Tempelhof Bridge and the improvement of facilities at the A406/A41 junction. For cyclists, routes across the A406 provide a link to the proposed Cycle Superhighway CS11 via a segregated cycle route through Clitterhouse Playing Fields”

The Addendum proposes to update Paragraph 3 as follows:

“The plan shows that within the development a network of local streets will provide substantially improved pedestrian and cycle routes across the BXC

regeneration area. The development improves access across the A406 by providing at least one new bridge, close to the shopping centre, known as the Living Bridge. Access over the A406 will be further enhanced at Staples Corner by either Bridge B6 (pedestrian and cycle bridge) over the A406 linking with shared footway/cycleway facilities on either side or a series of at-grade toucan crossings, the improved replacement Tempelhof Bridge and the improvement of facilities at the A406/A41 junction. For cyclists, routes across the A406 provide a link to the proposed Cycle Superhighway CS11 via a segregated cycle route through Clitterhouse Playing Fields.”

Row 16 column 1 of ‘Table 9.8 – Infrastructure Works Triggers by Area for Phase 1’ under Section 9 Transport Matrix Review of the approved report currently reads:

“M1/A406 and A5/A406 Junction, and Bridge Structure B6 (M1 Junction Pedestrian and Cycle Bridge)”

The Addendum proposes to update Row 16 column 1 of Table 9.8 as follows:

“M1/A406 and A5/A406 Junction, and either Bridge Structure B6 (M1 Junction Pedestrian and Cycle Bridge) or a series of at-grade toucan crossings”

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 Section 73 Planning Consent 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 RMA’s 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 37.2 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 cross falls 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

The Phase Transport Report: Phase 1 has previously been approved pursuant to planning condition 37.2 of the 2014 2014 Section 73 Consent (F/04687/13) on 10th September 2015 (Ref: 15/00812/CON).

In light of the alternative proposals that have been approved or under consideration for key infrastructure items within Phase 1A (North), the Addendum submitted to set out the updates required are considered acceptable and have negligible impact on the conclusion of the approved document. The addendum is to be read in conjunction with the approved Phase Transport Report for Phase 1 (document reference no: 47065005-TP-RPT-047 Rev 04).

The Phase Transport Report: Phase 1 dated June 2015 and the Phase Transport Report: Phase 1: Addendum (document Reference: 60473918-TP-RPT-092) Rev 2 dated December 2015, when read together are considered to meet the requirements for the discharge of condition 37.2 of the 2014 2014 Section 73 Consent (reference F/04687/13). It is considered that the details submitted are acceptable and therefore APPROVAL is recommended in order to allow condition 37.2 to be discharged in relation to Phase 1.

LIST OF APPENDICES

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APPENDIX 2 – RELEVANT PLANNING HISTORY
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APPENDIX 1
INFORMATIVES

Informative(s):

1	<p>The plans accompanying this application are:</p> <p>Phase Transport Report: Phase 1: Addendum (Ref: 60473918-TP-RPT-092, Rev 002) Dated December 2016.</p> <p>Supporting plans submitted:</p> <ul style="list-style-type: none">• A406 Tempelhof Bridge: drawing no: BXCR-URS-B1-HS-AP-SE-00001 – P10• Brent Terrace North/ Tilling Road North Junction Highway Alignment General Arrangement Phase 1A North: drawing no: BXCR-URS-AH-RM-DR-CE-00013- P09• Brent Terrace North/ Tilling Road North Junction Highway Alignment General Arrangement Phase 1A North: drawing no: BXCR-URS-AH-RM-DR-CE-00014- P09• Brent Cross Cricklewood Phase 1AN Development Plan: Ref: BXCR-ALM-ZZ-XX-DR-AR-00011 S11• Phase 1 Bus Routes: Ref: 47065005-SK-305- C• Brent Cross Phase 1 General Arrangement Pedestrian and Cycle Network Sheet 1 – Ref: BXCR-URS-ZZ-11-SK-CE-00008 – P04• Pedestrian and Cycle Routes General Arrangement Phase 1 – Ref: BXCR-URS-ZZ-11-SK-CE-00003 –P09• Area Wide Walking and Cycling Study (AWWCS) – Improvements Plan and Proposed Pedestrian and Cycle Network – Ref: 47066786/AWWCS/003 – D• Brent Cross Phase 1A North General Arrangement at-grade Crossings- Ref: BXCR-URS-SC-HW-SK-CE-00003- P01
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2	<p>In accordance with Reg 3 (4) and Reg 8 (2) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2011, it is considered that:</p> <ul style="list-style-type: none"><li data-bbox="341 383 1401 636">i. this submission of reserved matters reveals, with regard to the subject matter of the application, that there are no additional or different likely significant environmental effects than is considered in the environmental information already before the Council (the Environmental Statement (ES) (BXC02) submitted with the Section 73 application (F/04687/13) and any further and/or other information previously submitted; and<li data-bbox="341 674 1401 855">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.
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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.

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 05/02/2016)

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."

Reference:

15/07898/NMA (Under Consideration)

Location:

Brent Cross Cricklewood Regeneration Area, 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.

The amendment includes the update of Condition 1.29 (Gateway Junction Approved Plans) to replace Plan P/D111870/H/100/1005 Rev E with P/D111870/H/100/1005 Rev H in respect of amendments to the proposed highway layout for A406/A41 junction

APPENDIX 3

PRE RESERVED MATTERS CONDITIONS

Pre Reserved Matters Conditions

Pre RMA Planning Reference	Description	Registration Date	Status
15/00660/CON	Illustrative Reconciliation Plan to clear condition 1.17 for Phase 1a (North) of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	02.02.2015	Discharged: 15.12.2015
14/08105/CON	Area Wide Walking and Cycling Study to address condition 1.20 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	19.12.2014	Discharged: 08.10.2015
14/08112/CON	Framework Servicing and Delivery Strategy to address condition 1.21 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area.	17.12.2014	Discharged: 09.09.2015
14/08111/CON	Servicing and Delivery Strategy for Sub-Phase 1A North to address condition 1.22 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area.	17.12.2014	Discharged: 09.09.2015
14/07891/CON	Public Consultation Strategy to address condition 1.23 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the	09.12.2014	Discharged: 31.03.2015

	Comprehensive		
14/07955/CON	BXC Mobility Feasibility Study to address condition 1.25 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	11.12.2014	Discharged: 31.03.2015
14/07957/CON	Inclusive Access Strategy to address condition 1.26 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	11.12.2014	Discharged: 15.05.2015
14/07888/CON	Site measurement of Open Space to address condition 2.3 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	09.12.2014	Discharged: 10.07.2015
14/07402/CON	A5 Corridor Study submission to address condition 2.7 of S73 planning application ref: F/04687/13 dated 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Area.	11.11.2014	Recommended for Approval at Planning Committee 10.09.2015 – amended plans received and currently under Consideration
14/08110/CON	Pedestrian and Cycle Strategy for Phase 1A North to address condition 2.8 of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent Cross Cricklewood Area	17.12.2014	Discharged: 10.09.2015
15/00667/CON	Estate Management Framework to address condition 7.1 for Phase 1a (North) of S73 Planning Application Ref: F/04687/13 approved 23/07/2014 for the Comprehensive Mixed Use redevelopment of the Brent	02.02.2015	Discharged: 10.09.2015

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

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

Pre RMA Planning Reference	Description	Registration Date	Status
15/07955/CON	Update to the Area Wide Walking and Cycling Study approved under Condition 1.20 (ref: 14/08105/CON; dated 10/09/2015) of the Section 73 Planning Approval Ref: F/04687/13 approved 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area.	24.12.2015	Under Consideration
15/07954/CON	Update to the Pedestrian and Cycle Strategy approved under Condition 2.8 (ref: 14/08110/CON; dated 10/09/2015) of the Section 73 Planning Approval Ref: F/04687/13 approved 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area.	24.12.2015	Under Consideration
15/07953/CON	Update to the Phase Transport Report for Phase 1 approved under Condition 37.2 (ref: 14/08110/CON; dated 10/09/2015) of the Section 73 Planning Approval Ref: F/04687/13 approved 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area.	24.12.2015	Subject to this Planning Committee (31 st March 2016)

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. The purpose of the Phase Transport Report is to show how transport and movement networks will operate at the end of each Phase of the development, and thereby reduce the potential issues at a later date.
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 Phase Transport Report for Phase 1 and Addendum submitted has reviewed the detailed design of transport infrastructure to promote public transport.

Policy	Content Summary	Extent of compliance and comment
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.	Compliant: The Addendum to support the Phase Transport Report for Phase 1 has 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. This application serves the purpose to provide good access and networks within the regeneration and wider area, should the alternative proposals be implemented by the development partners.
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).	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. The Addendum to the Phase Transport Report does not predict any new changes and is compliant with this policy.

Policy	Content Summary	Extent of compliance and comment
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.	Compliant: A Pedestrian and Cycle Strategy (Condition 2.8) has previously been approved for Phase 1A (North). The Addendum does update the Phase Transport Report in regards to pedestrian crossing, to provide an alternative proposal to remove the existing footbridges at the junction and replace them with a series of at grade crossings, and to omit the proposed B6 pedestrian cyclist bridge across the A406 to replace it with a series of at-grade crossings and provide links for pedestrians and cyclists around the junction. However, it is considered the updates do not amend the conclusion of the document and therefore remains compliant to this policy.
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. The Addendum has not predicted any new changes but has been updated for consistency purposes if the alternative proposals are implemented.

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)	As part of its 'Three Strands Approach' the council will: - Concentrate and consolidate growth in well located areas that	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

<p>approach)</p>	<p>provide opportunities for development, creating a high quality environment that will have positive impacts.</p> <ul style="list-style-type: none"> - 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>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>
<p>CS2 – Brent Cross - Cricklewood</p>	<p>The Council will seek comprehensive redevelopment of Brent Cross – Cricklewood in accordance with the London Plan, the saved UDP policies (Chapter 12) and the adopted Development Framework.</p>	<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>
<p>CS9 (Providing safe, efficient and effective travel)</p>	<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>The Phase Transport Report (PTR) for Phase 1 (Condition 37.2) and the addendum submitted have both been carried out in accordance with the Section 73 Planning Permission and accompanying 2014 Section 106 Agreement</p>
<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</p>		
<p>GCrick Cricklewood,</p>	<ul style="list-style-type: none"> - The Council seeks integrated regeneration in the Cricklewood, 	<p>Compliant: The updates to the Phase Transport Report are consistent with this</p>

<p>Brent Cross and West Hendon Regeneration Area</p>	<p>Brent Cross and West Hendon Regeneration Area.</p> <ul style="list-style-type: none"> - All development to the highest environmental and design standards - Aim to develop a new town centre over the plan period. 	<p>strategic aim, falling as it does within the terms of the Section 73 Planning Permission.</p>
<p>C7 Transport Improvements</p>	<p>Transport improvements - the following should be provided through planning conditions and/or Section 106 agreements:</p> <ul style="list-style-type: none"> i. Connections and improvements to the strategic road network. ii. Sufficient transport links to and through the development, to include at least one vehicular link across the North Circular Road (NCR) and one vehicular link crossing the railway to the Edgware Road. 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. iv. A new bus station at Brent Cross, to north of the North Circular Road, with associated improvements to the local bus infrastructure. v. An upgrade of the rail freight facilities. vi. Provision of an enhanced, rail-linked waste transfer station serving North London. vii. Priority measures for access to disabled persons, pedestrians, buses and cyclists throughout the Regeneration Area. 	<p>Part Compliant: The wider Phase 1A (North) infrastructure proposals also facilitate future phases of the regeneration development. The Phase Transport Report has previously been approved to demonstrate the end state of Phase 1A North. It is considered the Addendum has not raised any new impacts or amends the conclusion of the approved document.</p>
<p>UDP Site Specific Proposals (2006)</p>	<p>Parts of the BXC development site are subject to site-specific proposals as shown in the Proposals Map (2006) (as saved). The aspirations for these sites are set out below:</p> <ul style="list-style-type: none"> • Brent Cross New Town Centre (Site 31) – new town centre, comprising a mix of appropriate uses, improved public transport and pedestrian access, landscaping and diversion of the River Brent; • Cricklewood Eastern Lands 	<p>Compliant: the proposal is consistent with the Proposals Map.</p>

	<p>(Site 37) – mixed use including residential, office, leisure, local and neighbourhood shops, education, community uses and open space;</p> <ul style="list-style-type: none"> • New Railway Station Cricklewood (Site 38) – railway station and public transport interchange; • New Waste Transfer Station (Site 39) – waste handling facility. 	
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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: 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 updates are consistent with the vision and aims of the Development Framework.</p>

Key relevant local and strategic supplementary planning documents

- Local Supplementary Planning Documents and Guidance:**
- Infrastructure Delivery Plan (2011)
 - Sustainable Design and Construction (2013)
 - Planning Obligations (Section 106) (April 2013)

APPENDIX 5

OBJECTIONS AND OFFICER RESPONSES

Consultation responses from local residents

Consultation Response	Officer Comments
<p><u>Resident Response 1</u></p> <p>The document Phase 1 Addendum shows a design for surface-level shared (Toucan) crossing for pedestrians and cyclists at Staples Corner West junction. Concerns have been raised that this concept is unsatisfactory. Users are required to use five to six crossings to travel from the north to the south of the A5. Additionally, shared cycle and pedestrian path unsatisfactory as separation is necessary between different modes.</p> <p>Concerns have been raised that the Junction layout for Staples Corner and elsewhere in the development area, have not been considered from a cyclist point of view and the current TfL London Cycle Design Standards should be applied.</p> <p><u>Resident Response 2</u></p> <p>Concerns regarding consultation procedure and application documentation not being available on the Councils website.</p>	<p>The proposals will increase delay to cyclists travelling on the A5, with use of seven toucan crossings required through the junction from north to south. However, cyclists no longer have to negotiate the existing sub-standard grade separated facilities and the proposed provision of at-grade crossing facilities for pedestrians and cyclists, rather than grade separated, is in accordance with Transport for London's latest guidance.</p> <p>In both cases the options provide a safe linkage for pedestrians and cyclists north – south through the junction, either via a bridge or a series of controlled toucan crossings.</p> <p>Staples Corner is a gateway junction, the design of which has full planning permission. At-grade crossing provision is in accordance with the latest Transport for London guidance. The basis, scope and extent of the study were agreed prior to the issue of the new London Cycle Design Standards. Therefore, the proposals are based on the standards at the time of commencement. Where possible, changes in standards have been taken into account as the study has progressed. Transport for London is in agreement with this approach</p> <p>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 the planning case officer is available (on the telephone). The timing of the submission of these applications is the decision of the developer. The Local Planning Authority</p>

<p>In the 2009 Planning Committee the public members were permitted to take any form verbatim of notes.</p> <p>In the November 2009 planning committee it was stated that Brent Council had no objections to the Planning Application.</p>	<p>has a statutory duty to consider applications submitted to it.</p> <p>Many comments were made by residents and community groups. Planning Application and these were reported to the planning committee.</p> <p>Brent Council did raise objections and these were recorded in the committee report presented at the 18 and 19 November 2009 Planning and Environment Committee.</p>
<p><u>Resident Response 3</u></p> <p>Concerns have been raised that the proposal for the Brent Cross Regeneration will have a detrimental effect on the whole of Brent Cross. The plan will lead to an additional 29,000 vehicles coming into the area.</p> <p>The proposal does not encourage walking and cycling.</p> <p>Concerns that the proposal will divide neighbouring communities, and cause significant harm and increase pollution.</p>	<p>The alternative designs considered within the addendum do not have implications on the conclusions of the approved Phase Transport Report: Phase 1. All traffic flow changes have been carefully considered as part of the outline consent and have been re-examined through the BXC Detailed Design Model under the Infrastructure RMA application (15/03315/RMA). The BXC development includes a comprehensive multi-modal package of phased mitigation measures, and a framework of control designed to ensure that traffic volumes are effectively managed as the scheme develops.</p> <p>The extent of walking and cycling provision to and from the development is a combination of measures detailed within the A5 Corridor Study (Condition 2.7), the Area Wide Walking and Cycling Study (Condition 1.2) and the Phase 1A North Pedestrian and Cycle Strategy (Condition 2.8). The improvements offered provide an improved cycle environment over the current situation and are considered to be appropriate.</p> <p>There are a number of planning conditions proposed to control this aspect including the requirement to establish air quality monitoring stations before development commences.</p>

<p>Objections raised by Brent Council have not been taken into consideration.</p> <p>Concerns that the regeneration plans focus on the aim of delivering increased profits to the shopping centre, rather than considering residents.</p> <p><u>Resident Response 4</u></p> <p>The proposal has not been designed to allow pedestrian and cyclists to navigate north south of Edgware Road. Most cyclists would be forced to go over the flyover rather than take the routes planned.</p> <p>Access to Brent Cross is provided solely for cars and buses, which causes congestion flowing all the way back into Hendon and Edgware Road.</p> <p>A cyclist would need to come off the pavement on the A5, use a crossing and go over the bridge, using another crossing to be faced with the slip road back to the A5. Minor improvements to the junction could be made to accommodate segregated cycling along the A5.</p>	<p>Under the Section 106 Agreement, the applicant for each phase of the development is required to discuss transport aspects with the Transport Advisory Group of which the London Borough of Brent are a member. Additionally, London Borough of Brent has been consulted throughout the regeneration project, and their objections raised to this addendum have been addressed.</p> <p>The Phase Transport for Phase 1 Addendum does not cover aspects regarding the Shopping Centre development. The elements are to come forward at a later phase: Phase 1B North.</p> <p>In both cases the options provide a safe linkage for pedestrians and cyclists north – south through the junction, either via a bridge or a series of controlled toucan crossings, the latter is in accordance with Transport for London’s latest guidance</p> <p>Access is provided for all modes of transport. Within the development area the network of local streets will provide substantially improved pedestrian and cycle routes as part of sub-phase 1A North, as set out in the already approved Pedestrian and Cycle Strategy (Condition 2.8). The details of the pedestrian and cycling improvements will be developed as the scheme progresses. The design process should ensure that any proposals implemented are safe.</p> <p>With the at grade proposal, cyclists travelling southbound will have the option to navigate through the junction via seven toucan crossings, significantly reducing any potential car / cyclist conflict.</p>
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<p>The only dedicated cycle lane is a short stretch on the northern side of the Shopping Centre.</p> <p>Why are there sections where cyclists must dismount?</p> <p><u>Resident Response 5</u></p> <p>Concerns raised that London will become a car dependency city and should serve communities. The proposal will increase traffic, pollution and noise. Some cities are removing their urban motorways and the proposal should focus on people rather than motor vehicles.</p>	<p>There is extensive dedicated cycle lane provision extending from the A41 through Clitterhouse Playing Fields, along Claremont Avenue, Market Square and New Tempelhof Avenue through to Brent Cross Shopping Centre.</p> <p>With the at grade proposals at Staples Corner, cyclists are not required to dismount, being able to cycle across the Toucan crossings and along the shared surfaces provided.</p> <p>As highlighted previously, the Phase Transport Report Addendum does not impact on the conclusion of the study or increase traffic movements, which have been approved and tested under the approved Infrastructure RMA application (Ref: 15/03312/RMA). With regards to noise and pollution, there are a number of planning conditions proposed to control this aspect including the requirement to establish air quality monitoring stations before development commences.</p>
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Consultation responses from Statutory Consultees and other interest groups

Consultation Response	Officer Comments
<p><u>Transport for London</u></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 delivery of new infrastructure including a new junction on the A41 and improvements to the underpass under Tilling Road will also benefit the existing bus services operating within the vicinity of the development during Phase 1.’</p> <p>TfL is yet to decide if the alternative</p>	<p>Noted</p>

Tempelhof Bridge proposals are acceptable or not. However, as this is a busy bus corridor for the site and this will increase in the future as the area develops, the Alternative Tempelhof Bridge proposal will need to benefit bus users. TfL has defined what we mean by benefit within BXC TfL Requirement schedule. The applicant may refer to these as its being used to inform TfL advice on these proposals.

Works to A41 Mid-Level junction are proposed during Phase 1. However, the new junction onto the A41 is not proposed as part of Phase 1 as far as I'm aware. So not sure either the original statement or proposed statement is clear about the A41 works. Also, not clear about Tilling Road changes benefiting buses.

Section 6 Alternative Staples Corner Proposals – should this read with Barnet Council, Brent Council, Transport for London and Highways England or just the authorities.

Any alterations to Staples Corner junction as its part of the Transport for London Road Network (TLRN) will need TfL agreement. These discussions are in hand.

If Bridge B6 is not provided, there will not be an at-grade crossing of the A406 between the rail line and the M1. We are relying on better provision elsewhere so that people do not wish to cross the A406 at grade here and won't be in this area on foot.

Overall, these are issues of context, and substantial issues are being considered in relation to other planning submissions.

London Borough of Brent

The amendments to the Phase 1 Transport Report are acceptable in terms of the changes to the proposed highway network at Brent Terrace/Tilling Road and River Bridge 1, whilst the originally approved proposals for a temporary bus station may no longer be required, as changes to the construction phasing mean that the new permanent bus station may be complete and ready for occupation prior to the existing bus station having to be closed. This removal of any need for a temporary bus station would therefore be welcomed.

Objection to Templehof Bridge: There are concerns with regard to the proposed reduction in width of the new Tempelhof bridge though and the impact that the removal of bus lanes along the structure would have on bus operations for routes that serve Brent. The proposed narrowing of the bridge to omit the bus lanes is of concern, as it will reduce bus priority measures within the development and thus potentially delay bus journey times through the development. This will reduce the attractiveness of bus services, thereby undermining the Travel Plan for the development by encouraging staff, residents and visitors to use cars rather than public transport to access the development

The VISSIM models for the development have been rerun for future year 2021. These do show some relatively minor improvements to overall bus journey times at peak hours in a southbound direction, as maximum modelled queue lengths from the future signalised junctions at Market Square and Tilling Road are short enough not to extend over the bridge. These modest journey time improvements arise from the reduction in the width of the

Noted

The assessment of the proposed changes to Tempelhof bridge is still under consideration but modelling work undertaken to date indicates minor delays in 2021 across New Tempelhof Avenue in the weekday PM peak and Saturday.

Based on the modeling work undertaken to date, journey times for buses in 2031 will remain unchanged or, due to less delay at the Toucan crossing, be marginally quicker, with removal of the bus lane. It is agreed that some detriment is predicted in 2021, however, it should be noted that southbound in the PM peak, the removal of the bus lanes results in predicted journey times being quicker

pedestrian crossing on the northern side of the bridge, which thus requires less crossing time for pedestrians and less delay to all traffic. However, northbound journey times for buses are shown to be much longer in the evening peak period and in the Saturday peak hour, as queues are shown extending over Tempelhof Bridge, meaning that buses would be caught in the queue with no bus lane provided. Four of the bus routes that serve Brent are shown to experience extra journey times of over one minute on Saturdays. No assessment has yet been undertaken for the end-state scenario (year 2031), which may show yet further delays.

Stables Corner Proposal: The proposed amendments to the approved Strategy would reduce the safety and utility of the area for pedestrians and cyclists travelling across the junction. Neither option 1(RMA proposal) nor option 2 (alternative design) provides pedestrians with as much utility and safety as the RMA proposals. Neither option provides the ability to cross the eastern arm of the A406 without a considerable diversion. This facility is provided by the proposed footbridge forming part of the RMA. It is apparent that traffic flow will be impacted, though less so with option 2 as this does not include extensive at-grade crossing facilities. Option 1 does result in increased delay on some arms of the junction.

Option 2 (Alternative design) presents the most limited utility for pedestrians and should not be supported as it is not compliant with the need to encourage pedestrian movements within the area as part of development. Option 1 suffers from concerns regarding the number of individual crossing movements required and further evidence on how long it will take for a pedestrian to cross the whole carriageway should be requested. It is unclear how the proposed options will

An independent Road Safety Audit of the proposals has been undertaken and this did not identify significant issues with the proposed at-grade designs.

The provision of at-grade crossings across Staples Corner offers a number of safety benefits to users including:

- the provision of facilities for cyclists (they are currently required to share the carriageway with vehicles or dismount on the bridges, though frequently cyclists do not dismount and are at risk of serious injury due to the low parapets)
- improvement in informal surveillance levels in comparison to the bridges and therefore the improvement of the perception of personal security levels for users
- a reduction in potential pedestrian/cycle conflicts on the relatively narrow bridges/ramps, etc.

It is acknowledged that the removal of the crossing facility for pedestrians on the eastern arm of the A5 will result in a loss of utility. There are three possible

interact with the AWWCS and this needs to be clarified. It is difficult to see at the present time how these proposals encourage access to the site by pedestrians.

London Cycling Campaign

Objection to the plans, as they are likely to induce further motor vehicle traffic into the area, with added impacts on congestion, pollution, health etc. and will represent a major barrier to active/sustainable travel modes - people travelling on foot, cycling or using public transport. The development should comply with the latest London Cycle Design Standards (LCDS). While at-grade shared crossings at Staples Corner West improve the scheme, crossings throughout remain complex, circuitous and severely delaying to pedestrians and cyclists. Shared paths also do not represent appropriate facilities at these locations, but an attempt to squeeze potentially high footfalls and cycle movements into the least space possible.

sources of pedestrian / cyclist demand across the eastern arm:

- Commercial properties under the railway arches –this demand will be removed in Phase 1A North
- The Vauxhall garage – the alternative route will take longer than existing (by 2min 15sec on average), but can be mitigated by refining signal timings (to achieve a more balanced optimisation between pedestrian/cyclist demand and general traffic) and by deploying measures such as pedestrian SCOOT
- The A5 north of the Vauxhall garage – as above

The removal of the businesses within the bridge arches to the north east of Staples Corner should result in a significant decrease in pedestrian/cycle demand across this A406 arm of the junction.

Officers Comments

The changes associated with these proposals will have minimal impact on motorised vehicular traffic on the highway. The plans do not act as a major barrier to active / sustainable travel modes. The extent of walking and cycling provision to and from the development is a combination of measures detailed within the A5 Corridor Study, the Area Wide Walking and Cycling Study and the Phase 1A North Pedestrian and Cycle Strategy. The improvements offered provide an improved cycle environment over the current situation, and are considered to be appropriate.

The basis, scope and extent of the study were agreed prior to the issue of the new London Cycle Design Standards. Therefore, the proposals are based on the standards at the time of commencement, including the provision

The scheme should facilitate pedestrian and cycling movements not just into these developments and the shopping centre, but north-south (across Staples Corner) and east-west through the area in a direct, convenient, attractive and safe manner that appropriately links to routes (such as Cycle SuperHighways). It should also enable pedestrian and cycling movements from Brent Cross tube station to the new rail station.

of shared rather than segregated provision. Where possible, changes in standards have been taken into account as the scheme has progressed. Transport for London is in agreement with this approach.

The most significant impact on pedestrian / cyclist movement at the junction is for those who would use Bridge B6. However, given the low level of demand of cycling movements between the south east corner and north east corner of the junction numbers, replacing Bridge Structure B6 with at-grade crossings is considered a practical alternative, and one which delivers wider public realm and safety enhancements.

In relation to pedestrian journey times, for some routes there are journey time savings for pedestrians when crossing at the toucan crossings rather than using the existing and proposed footbridges, as well as public realm enhancements. There are other routes where it will take pedestrians longer to cross. For these routes, the delay can be mitigated by re-balancing the priority given to pedestrians/cyclists and general traffic.

The introduction of a dedicated north-south cycle facility at Staples Corner would be a significant change to the existing design and therefore require a new planning application to be approved. The development does improve north-south access for pedestrians and cyclists across the A406 by providing a new pedestrian and cycle bridge close to the shopping centre, known as the Living Bridge. Access over the A406 will be further enhanced by the improved replacement of Tempelhof Bridge and the improvement of facilities at the A406 / A41 junction.

**London Borough of Barnet Highways
Officer Comments**

The following comments relate to the 'Phase Transport Report: Phase 1: Addendum' Doc No.60473918-TP-RPT-092 Rev 002 dated December 2015:

- Appendix A: Drawing BXCR-URS-B1-HS-AP-SE-00001 Rev P10 shows the alternative design of the Tempelhof Bridge (Bridge Structure B1). 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.

- Appendix B: 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.

Responses from Developer

“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). 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. Drawing BXCR-URS-B1-HW-SK-CE-00017 P01 was a further option 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.”

“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. the general transport points raised are not relevant to the AWWCS which this pre-RMA document specifically deals with. 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). Drawing BXCR-URS-B1-HW-SK-CE-00016 P01 was produced as an option exercise in

<p>- Appendix C: Drawing BXCR-ALM-ZZ-XX-DR-AR-00011 Rev S11 still shows the bus lanes on New Tempelhof Bridge with no clarification note</p> <p>- Appendix D: Drawing BXCR-URS-ZZ-11-SK-CE-00003 Rev P09 still shows the bus lanes on New Tempelhof Bridge with no clarification note.</p> <p>- Appendix E: Drawing BXCR-URS-ZZ-11-SK-CE-00008 Rev P04 still shows the bus lanes on New Tempelhof Bridge with no clarification note.</p> <p>- Appendix G: 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? Drawing BXCR-URS-SC-HW-SK-CE-00003 Rev P01 is denoted as 'Draft'. This annotation is missing from the same drawing within the 'A5 Corridor Study: Addendum' Doc no. 60473918-TP-RPT-092 Rev 002 dated December 2015. Is this a draft version?</p>	<p>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>“Appendix C - The purpose of this drawing is to illustrate the extent of the P1AN proposals at a high level. Therefore given that this plan is for illustrative purposes only it is not considered that the annotations are required. The plan referred to (BXCR-URS-ZZ-11-SK-CE-00003 Rev P09) is held in Appendix E. This purpose of this plan and drawing BXCR-URS-ZZ-11-SK-CE- 00008 Rev P04 is to illustrate the high level pedestrian/cycle strategy and the alternative proposals (removal of the bus lanes) do not impact on these routes in this location. Therefore given that these plans are for illustrative purposes only it is not considered that the annotations are required.”</p> <p>“The purpose of this drawing is to illustrate the extent of the P1AN proposals at a high level. Therefore given that this plan is for illustrative purposes only it is not considered that the annotations are required. The plan referred to (BXCR-URS-ZZ-11-SK-CE-00003 Rev P09) is held in Appendix E. This purpose of this plan and drawing BXCR-URS-ZZ-11-SK-CE-00008 Rev P04 is to illustrate the high level pedestrian/cycle strategy and the alternative proposals (removal of the bus lanes) do not impact on these routes in this location. Therefore given that these plans are for illustrative purposes only it is not considered that the annotations are required.”</p>
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SITE LOCATION PLAN: Brent Cross Regeneration Area, London NW2

REFERENCE: 15/07953/CON

