

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

**REFERENCE:** 15/07802/CON **Received:** 21 December 2015  
**Accepted:** 21 December 2015

**WARD:** Childs Hill, Golders **Expiry:** 15 February 2016  
Green, West Hendon

**APPLICANT:** Brent Cross Development Partners

**PROPOSAL:** Submission under conditions 2.4 and 2.5 of S73 Planning Permission ref: F/04687/13 approved 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood regeneration area, to make amendments to the Development Specification and Framework and Design and Access Statement. Changes relate to the variation of the pedestrian and cycle route across the M1/A406/A5 Junction to allow them to either be delivered via Bridge Structure B6 or an alternative surface crossing solution.

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## 1. RECOMMENDATION

This application is recommended for **APPROVAL**.

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## 2. APPLICATION SUMMARY

An application has been made under Conditions 2.4 and 2.5 of section 73 planning permission Ref: F/04687/13 ("2014 Section 73 Consent") to make minor modifications to the Revised Development Specification and Framework (RDSF) and Revised Design and Access Statement (RDAS) to reflect the alternative at-grade pedestrian and cycle crossings at the M1/A406 and A5/A406 Gateway Junction instead of Bridge B6 and existing pedestrian bridges.

The modifications are needed to align the parameters with non-material changes that have been assessed and approved under a separate Section 96A application. The updates to the relevant planning documents identify that either Bridge Structure B6 will be provided as part of the development or the at-grade crossings solution will be provided. The modifications have been assessed in relation to the 2014 S73 Consent and its attendant supporting documents and are found to be satisfactory.

### 3. MATERIAL CONSIDERATIONS

#### 3.1 Relevant Planning History

##### Outline Consent

Outline planning permission was granted for the redevelopment of the Brent Cross Cricklewood regeneration in 2010 and was amended in 2014 via application under Section 73. Details of the permission are provided in **Appendix 2**.

##### Phase 1A (North) Approved RMAs

Phase 1A (North) is largely an infrastructure phase. It includes necessary highways infrastructure to support the northern development as well as improvements to critical southern junctions including A5/A407 Cricklewood Lane and the A407 Cricklewood Lane/Claremont Road Junction improvements. The infrastructure required relevant to the River Brent re-routeing and Bridge works are also delivered as part of Phase 1A (North), along with the Living Bridge, Replacement Tempelhof Bridge, Clitterhouse Playing Fields Part 1 (excluding the Nature Park) and the Claremont Park Improvements.

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.

Following a review of the detailed design of the infrastructure within Phase 1A (North), the Brent Cross Development Partners submitted a further four reserved matters applications in October 2015 for alternative designs to specific items of infrastructure within this phase. These are also set out in Appendix 2. Three of the four submitted RMAs have since been approved.

##### Previous Condition 2.4 and 2.5 applications

The RMAs for Phase 1A (North) were supported by applications under Conditions 2.4 and 2.5 for minor changes to the DSF, DAS and DG which were approved accordingly.

These previous applications can be summarised as follows:

- 15/00834/CON – minor updates to the scale thresholds for buildings in Building Zone BT1;
- 15/00664/CON – minor updates to the parameters relating to Clitterhouse Playing Fields and Claremont Park;
- 15/05040/CON – minor updates to the parameters relating to specific infrastructure items including Bridge Structure B1; and

- 15/06876/CON – minor updates to the table 6 relating to Parameter Plan 14 relating to Tiling Road / Brent Terrace North junction.

### **3.2 Non- Statutory Consultations**

#### **TfL – No objection**

TfL confirmed (5<sup>th</sup> January 2016) they have no objections to the principle behind the proposed changes and text updates proposed to the DSF and DAS. They made a number of suggested refinements to the proposed wording changes set out in the Explanatory Report. The Developers amended their submission to accommodate the majority of TfL's suggestions.

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

Officers from the Transport and Regeneration have reviewed the submission regarding minor modifications to the DSF and DAS to identify that either Bridge Structure B6 at Staples Corner will be provided as part of the development or an at-grade solution will be provided instead, and advised that as this is not agreeing to the removal of the B6 Bridge, just the possibility based on further work, the application is acceptable.

## **4. DESCRIPTION OF THE SITE AND PROPOSAL**

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

#### **Brent Cross Cricklewood Regeneration Area**

The planning consent for the Brent Cross Cricklewood development relates to a 151 hectare site which is defined to the west by the Edgware Road (A5) and the Midland mainline railway line and to the east by the A41, and is bisected east to west by the A406 North Circular Road. It is adjacent to Junction 1 of the M1 (Staples Corner) and includes the existing Brent Cross Shopping Centre and Bus Station to the north of the North Circular as well as the existing Sturgess Park.

To the south of the North Circular Road the area contains the Brent South Shopping Park, existing Tesco store and Toys 'R' Us store, the Whitefield estate (approximately 220 units), Whitefield Secondary School, Mapledown Special School and Claremont Primary School; Hendon Leisure Centre, Brent Cross London Underground Station to the east; Clarefield and Claremont Parks and Clitterhouse Playing Fields (Metropolitan Open Land); the Hendon Waste Transfer Station, Claremont Way Industrial Estate and Cricklewood Railway Station to the far south. The application site includes parts of Cricklewood Lane, including the open space in front of the B & Q store.

The Templehof Bridge and the A41 flyover provide the only existing direct north-south link across the North Circular Road within the site. A section of

the River Brent, contained within a concrete channel, flows east to west through the site to the south of the shopping centre.

The London Borough of Brent is located to the immediate west of the application site, on the opposite side of the A5 Edgware Road. The London Borough of Camden adjoins the site to the south at Cricklewood Town Centre. The site is dominated and constrained by the existing road network and rail infrastructure. It contains industrial land, former railway land, retail 'sheds' and large areas of surface car parking.

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

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

#### M1/A406/A5 Junction

The M1/A406/A5 junction is a large complex urban junction which links the M1, A406 and A5. This includes the Staples Corner junction which comprises the roundabout beneath the A406 flyover and which includes a series of elevated pedestrian walkways.

## **4.2 Description of Proposals**

### Conditions 2.4 and 2.5 of the 2014 Section 73 Consent

The 2014 S73 Consent is supported by a suite of documents which together provide the parameters, principles and controlling framework to facilitate delivery of the Brent Cross Cricklewood Regeneration Scheme. The 2014 Section 73 Consent is also subject to a S106 Agreement which, along with relevant Planning Conditions, provides a further layer of control for the implementation of the development.

Condition 1.16 of the 2014 Section 73 Consent requires all RMAs to be in accordance with the parameters and principles contained in the RDSF, the RDAS and Revised Design Guidelines (RDG). It was however recognised in the permission that as detailed designs are developed in the form of RMAs it may be necessary to make minor revisions to these documents, subject to obtaining approval from the local planning authority.

Conditions 2.4 and 2.5 of the 2014 S73 Consent are therefore structured to specifically enable changes to the RDSF, RDAS and RDG subject to

confirmation that the proposed amendments will not give rise to significant adverse environmental effects.

Condition 2.4 states:

*The DSF shall be revised by the Developer (subject to obtaining approval in accordance with this Condition) from time to time in order to incorporate approved revisions into the Reconciliation Mechanism reflecting any changes brought about through:*

- 2.4.1.1 Reserved Matters Approvals, Other Matters Approvals or best practice guidance, or any other matters; and/or*
- 2.4.1.2 any Further Section 73 Permission and/or Alternative Energy Permission and/or any Additional Planning Permission; and/or*
- 2.4.1.3 any consequential changes as a result of any approved variation of the Phases in accordance with condition 4.2.*
- 2.4.2 Any application for a proposed revision pursuant to condition 2.4 will be determined in accordance with the requirements of the EIA Directive.*
- 2.4.3 The development of each Plot or other part of the Development approved thereafter shall be designed and carried out in accordance with such approved revised Development Specification and Framework.*

Condition 2.5 states:

*The Design and Access Statement and Design Guidelines shall be revised by the Developer (subject to obtaining approval in accordance with this Condition) from time to time to incorporate approved revisions into the Reconciliation Mechanism reflecting any changes brought about through:*

- 2.5.1.1 Reserved Matters Approvals, Other Matters Approvals or best practice guidance, or any other matters; and/or*
- 2.5.1.2 any Further Section 73 Permission and/or Alternative Energy Permission and/or any Additional Planning Permission and/or*
- 2.5.1.3 any consequential changes as a result of any approved variation of the Phases in accordance with condition 4.2.*
- 2.5.2 Any application for a proposed revision pursuant to condition 2.5 will be determined in accordance with the requirements of the EIA Directive as appropriate.*
- 2.5.3 The development of each Plot or other part of the Development shall thereafter be designed and carried out in accordance with such approved revised Design and Access Statement.”*

Approved Non-Material Amendments to Pedestrian and Cycle Crossings at Staples Corner Junction

The 2014 Section 73 Consent granted full planning permission for improvements to 9 strategic highway junctions, known as the Gateway Junctions, including the M1/A406/A5 Junction ('Staples Corner Junction').

In respect of existing pedestrian and cycle facilities around the Staples Corner Junction the approved plans included:

- the removal of an existing footbridge over the two lane M1 Northbound off-slip;
- the removal of an existing footbridge over the M1/A406 Eastbound off-slip;
- the removal of an existing footbridge under the A406 and over the A406/A5 slip; and
- the removal of existing connecting footways through the centre of M1/A406 Roundabout.

These footbridges and footways were being removed as pedestrian and cycle access across the A406 was being improved by the creation of Bridge Structure B1 (Replacement A406 Templehof Bridge) and the Living Bridge. Reserved Matters Approval Ref No 15/03312/RMA was granted in September 2015 for the Phase 1A North infrastructure items, including Bridge Structure B1 and the Living Bridge. In addition, the plans approved in Condition 1.29 include the creation of a new pedestrian and cycle bridge (Bridge Structure B6 - M1 Junction 1 Pedestrian and Cycle Bridge) across the A406 located on the east side of the A5. The detailed design of Bridge Structure B6 was approved under Reserved Matters Application Ref No 15/03312/RMA.

Following the approval of the 2014 Section 73 Consent and RMAs for Phase 1A (North) the Brent Cross Development Partners have reviewed designs for a number of the infrastructure items within Phase 1A (North). As part of this exercise consideration has been given to the creation of at-grade pedestrian and cycle facilities at the Staples Corner Junction, instead of bridge structures which segregate pedestrians and cyclists. The surface crossing alternative is in line with TfL's Streetscape Guidance.

The alternative proposals involve 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. Pedestrians and cyclists that would have used Bridge B6 in the approved scheme will, in the alternative proposal, be routed to cross the A406 via the 'at grade' crossings at Staples Corner.

The approved at-grade crossings solution links Tilling Road to the A5 North in the following manner:

- A shared footway/cycleway from the Brent Terrace North/Tilling Road West junction along the south side of the M1/A406 and A5/A406 junction;
- Toucan crossings across the two lane A5 Southbound off-slip; the three lanes leading to the M1, A5 North and A406; and over the two lanes leading to the A406 Westbound;
- Pedestrians and cyclists then cross underneath the A406 flyover and link to a toucan crossing over the lanes leading to the M1 and A406; and
- Finally a toucan crossing over the A5 and onto a shared footway/cycleway which provides access north.

To reflect the alternative at grade crossing arrangement described above, non-material amendments to the relevant conditions within the 2014 Section 73 Consent have been approved under a Section 96A application (reference 16/0988/NMA) following an assessment of pedestrian and cyclist movements, traffic modelling analysis and pedestrian and cyclist safety considerations as well as compliance with TfL guidance.

#### Proposed revisions to the Revised DSF under Condition 2.4

To reflect the approved alternative crossing arrangement for pedestrian and cycle crossings at the M1/A406/A5 Staples Corner Junction this application seeks to make associated changes to the RDSF, RDAS and RDG via Conditions 2.4 and 2.5 of the Section 73 Consent.

The updates to the relevant planning documents identify that either Bridge Structure B6 will be provided as part of the development *or* the at-grade solution will be provided instead.

These proposed amendments to the RDSF can be found at **Appendix 4** of this report (proposed amendments highlighted in green).

Section 3 of the DSF describes the strategic highway and infrastructure works and paragraph 3.3 identifies key elements of the improvements to the M1/A406 and A5/A406 junction. It is proposed to amend the penultimate bullet point as follows:

**“Removal ~~replacement~~ of existing footbridges/footways at M1/A406 roundabout on a new alignment which is to be a combined footbridge and cyclebridge”;**

Section 4 of the DSF provides descriptions of all the proposed bridge structures and paragraphs 4.17 to 4.20 identify the principal characteristics for the detailed design of the M1 Junction 1 Pedestrian and Cycle Bridge (Bridge B6).

It is proposed to amend these paragraphs to identify that either the new pedestrian and cycle bridge will be provided or an at-grade crossing will be provided.

Paragraph 5.49 describes the distribution of built development and uses within Station Quarter. A key component of this Development Zone is identified as the pedestrian bridge over the M1/A406 junction. It is proposed to amend this paragraph as follows:

**“Pedestrian bridge over the M1/A406 junction (ref B6 as shown on Parameter Plan 002) or at-grade crossings through the M1/A406/A5 Junction that provide direct, high quality and safe pedestrian and cycle routes between the A5 (N) and Station Quarter”.**

Phase 1 of the development is formed of sub phases 1A, 1B and 1C and Table 11b of the DSF identifies the content of each sub phase. Bridge Structure B6 is listed as being part of Phase 1A North. It is proposed to amend this text as follows:

**“Bridge Structure B6 (M1 Junction 1 Pedestrian and Cycle Bridge) or an at-grade crossing solution between the A5 (N) and Station Quarter that is safe, direct and high quality for pedestrians and cyclists”**

The definition of “M1/A406 and A5/A406 Junction Improvements” references the inclusion of Bridge Structure B6 (M1 Junction 1 Pedestrian and Cycle Bridge). It is proposed to remove this reference from the definition to reflect the proposed alternative of providing an at-grade crossing instead of the bridge as follows:

**“M1/A406 and A5/A406 Junction Improvements” means alterations to the existing highway network at this junction and associated offsite works (including ~~Bridge Structure B6 (M1 Junction 1 Pedestrian and Cycle Bridge)~~ in accordance with paragraph 3.3, 3.4, 3.19 and 3.19a of the DSF.”**

The definition of “Phase 1A (North)” also identifies Bridge Structure B6 as being an item of Critical Infrastructure to be delivered as part of Phase 1A (North). It is proposed to amend this part of the definition as follows. Please refer to **Appendix 6** for the full text:

**“Bridge Structure B6 (M1 Junction 1 Pedestrian and Cycle Bridge) or a safe, direct and high quality alternative at grade pedestrian and cycle link between the A5 and Station Quarter.”**

Table 1 within paragraph 12 of Appendix 2 (the Parameter Plans) lists the proposed bridges and their approximate locations. It is proposed to add a note to confirm that should Bridge B6 not be provided, an at-grade crossing will be provided instead.



**“Should the M1 Junction 1 Bridge (B6) not be provided, a safe, direct and high quality alternative at grade pedestrian and cycle link between the A5 and Station Quarter will be provided instead.”**

#### Proposed revisions under Condition 2.5

The following changes are required to the DAS to reflect the alternative at-grade crossings proposed for Staples Corner.

Section A2.2 of the DAS is concerned with layout and connections. Section A2.2.1 identifies the pedestrian bridges proposed as part of the development and the new bridge across the M1 junction is described. It is proposed to amend this section to acknowledge that this bridge may not be provided if an at-grade solution is delivered.

Appendix 2 of the DAS provides phasing plans for the sub-phases of the Primary Development Package. It is proposed to add the following note to 'K22' on the keys of the Phasing Plans to identify that Bridge Structure B6 or an at-grade solution will be provided:

***(Bridge Structure B6 or a safe, direct and high quality alternative at grade pedestrian and cycle link between the A5 and Station Quarter if agreed with the highway authorities)***

## **5. PLANNING APPRAISAL**

A separate application (reference 16/0988/NMA) under Section 96A of the Town and Country Planning Act (1990)(as amended) has been approved which makes non-material amendments to the relevant conditions within the 2014 Section 73 Consent to update the relevant plans and definitions in relation to the proposed alternative at-grade crossings at the M1/A406 and A5/A406 Junction. The application provides an assessment of pedestrian and cyclist movements, traffic modelling analysis and pedestrian and cyclist safety considerations as well as compliance with TfL guidance.

The application which is the subject of this report therefore only deals with the proposed amendments via Conditions 2.4 and 2.5 of the 2014 Section 73 Consent to the RDSF or the RDAS. The main consideration is therefore whether the proposed changes to the planning control documents are likely to have a material impact on the findings of the October 2013 Section 73 Environmental Statement submitted with Section 73 application F/04687/13.

The applicants have considered the changes proposed in the current application against the terms and content of the approved Environmental Statement as well as the subsequent Environmental Statement: Further Information Report (ES FIR) that was submitted to assess design detail within

all the Phase 1A (North) Reserved Matters Applications to identify whether they are likely to alter the findings of the Environment Statement by introducing new likely significant environmental effects not previously identified or changes to the likely significance of the previously reported effects.

The applicant's consultants conclude that the proposed parameter deviations have been assessed as part of the detailed design for Phase 1A (North) and therefore any environmental impacts resulting from their inclusion have been included in the Section 73 ES and other subsequently submitted further and other environmental information. The conclusions of the Report indicate that no additional or different likely significant environmental effects have been found to result from these changes.

Officers accept that the modifications discussed within this Report will not result in any significant environmental effects not previously identified in the 2014 S73 Consent nor would the changes materially affect the outcome of the assessments or mitigation measures presented in the Section 73 ES. The modifications have also been considered within the scope of the Phase 1A (North) RMA ES Further Information Report.

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 under this submission there are no additional or different likely significant environmental effects than those that have been considered in the environmental information already before the Council (the Environment Statement (ES) (BXC02) submitted with the Section 73 application (F/04687/13) and any further and/or other information previously and subsequently submitted.

## **6. CONCLUSION**

It is not considered that the proposed variations under conditions 2.4 and 2.5 will materially affect the findings of the October 2013 Section 73 Environment Statement and that they have been properly addressed under the revised ES Further Information Report.

The changes proposed reflect the approved alternative crossing arrangement for pedestrian and cycle crossings at the M1/A406/A5 Staples Corner Junction which has been developed in discussion with TfL. The updates to the relevant planning documents identify that either Bridge Structure B6 will be provided as part of the development or the at-grade solution will be provided instead.

The proposed minor updates to the relevant control documents are therefore recommended for approval.



## APPENDIX 1

### INFORMATIVES

#### Informatives:

<b>1</b>	The plans accompanying this application are: Condition 2.4 & 2.5 Brent Cross Cricklewood Explanatory Report March 2016 (Ref: Q20027)
<b>2</b>	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:  i. the submission under Condition 2.4 and 2.5 reveals, with regard to the subject matter of the condition, that there are no additional or different likely significant environmental effects than is considered in the environmental information already before the Council (the Environmental Statement (ES) (BXC02) submitted with the Section 73 application (F/04687/13) and any further and/or other information previously submitted; and  ii. the environmental information already before the Council (the ES submitted with the Section 73 application, along and any further and/or other information previously submitted) remains adequate to assess the environmental effects of the development.

## APPENDIX 2

### RELEVANT PLANNING HISTORY

#### Outline Planning Permission

**Reference:**

C/17559/08 (granted 28 October 2010)

**Location:**

Cricklewood Regeneration Area, North West London.

**Description:**

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

**Reference:**

F/04687/13 (granted 23 July 2014)

**Location:**

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

**Description:**

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

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

The application is accompanied by an Environmental Statement.

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

**Reference:**

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

**Location:**

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

**Description:**

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

**Reference:**

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

**Location:**

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

**Description:**

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

**Reference:**

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

**Location:**

Brent Cross Cricklewood Regeneration Area, North West London, NW2

**Description:**

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

Application is accompanied by an Environmental Statement Further Information Report.

**Reference:**

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

**Location:**

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

**Description:**

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

**Reference:**

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

**Location:**

Brent Cross Cricklewood Regeneration Area, North West London, NW2

**Description:**

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

**Reference:**

15/06571/RMA (under consideration)

**Location:**

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

**Description:**

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

**Reference:**

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

**Location:**

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

**Description:**

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

**Reference:**

15/06573/RMA (granted 28/02/2016)

**Location:**

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

**Description:**

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



**Reference:**

15/06574/RMA (granted 28/02/2016)

**Location:**

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

**Description:**

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

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

**Reference:**

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

**Location:**

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

**Description:**

Submission of Reserved Matters Application within Phase 1A (South) of the Brent Cross Cricklewood Regeneration Area; relating to Layout, Scale, Appearance, Access and Landscaping for Claremont Park Road (Part 1) and School Lane. Submission is pursuant to conditions 1.2.1.B, 2.1 and for the part discharge of condition 13.1 of planning permission F/04687/13 dated 23 July 2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area. Application is accompanied by an Environmental Statement Compliance Note.

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

**Reference:**

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

**Location:**

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

**Description:**

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

Amendments include:

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

and,

Amendments to Condition 1.30

**Reference:**

15/04734/NMA (granted 9.10.2015)

**Location:**

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

**Description:**

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

Amendments include:

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

**Reference:**

15/06197/NMA (granted 22.11.2015)

**Location:**

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

**Description:**

Section 96A submission for non-material amendments to section 73 planning permission ref: F/04687/13 approved 23/07/2014 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area.

Amendments proposed: to impose the following additional condition to planning permission F/04687/13 regarding the implementation of Phase 1A (North):

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

**Reference:**

16/0988/NMA

**Location:**

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

**Description:**

Section 96A submission for non-material amendments to Section 73 Permission F/04687/13 for the comprehensive mixed use redevelopment of the Brent Cross Cricklewood Regeneration Area. Amendments include: Update to the M1/A406/A5 Gateway Junction plans approved under Condition 1.29; Update to the Annex of Approved Plans attached to the Section 73 permission; Update to Planning Condition 21.1.1 (Phase 2 Triggers and Thresholds) to identify the revised plan references for the M1/A406 and

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

### APPENDIX 3

#### PRE RESERVED MATTERS CONDITIONS

##### Pre Reserved Matters Conditions

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**

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

**APPENDIX 4**

**TRACK CHANGE AMENDMENTS TO RDSF**



## Section 3 of the Revised DSF:

### i) M1/A406 and A5/A406 Junction Improvements

3.3 The application proposes to alter and improve the configuration of the existing M1/A406 and A5/A406 junction, to the west and north west of Brent Cross West and Station Quarter Development Zones respectively. Key elements of the works include:

- construction of a new M1 southbound exit slip allowing the A406 westbound and A5 traffic to be separated from the A406 eastbound and Cricklewood traffic. This slip road requires the construction of a new bridge over the River Brent;
- construction of a new A406 westbound link road from the M1 southbound and A5 link road through the centre of the existing M1/A406 roundabout;
- widening of the A406 eastbound to allow a dedicated slip road to Brent Cross Shopping Centre;
- construction of an improved new junction with Tilling Road;
- the construction of a new A406 eastbound link road from Tilling Road through the centre of the existing M1/A406 roundabout;
- widening of the A406 North Circular Road both westbound and east bound between the M1 and the A5 by using two further adjacent existing railway arches to the north of the existing carriageway;
- traffic signalisation improvements;
- ~~the existing arrangement of two westbound lanes and two eastbound lanes through a pair of railway arches will be improved by using two further adjacent existing railway arches to the north;~~
- the existing A5/A406 roundabout will be removed and replaced with a new signalised junction;
- Removal replacement of existing footbridges/footways at M1/A406 roundabout on a new alignment which is to be a combined footbridge and cyclebridge and
- alterations to the existing A5 Staples Corner eastern footbridge, which involves removing the existing ramp access on the northern side of the bridge and replacing it with steps, and a new lift or a ramp to comply with the DDA Regulations facilitate step-free access.

## Section 4 of the Revised DSF:

<p>Permission sought at this time:</p> <p>Outline planning permission with all matters reserved for the Pedestrian Bridge over the A41 as set out in the plan listed below.</p> <p>The Parameter Plan relating to the work to the Pedestrian Bridge over the A41 is as follows:</p> <ul style="list-style-type: none"><li>Parameter Plan 002 <del>Rev 13</del>.</li></ul> <p>The Approval in Principle drawings relating to this bridge is as follows (and can be found in BXC20):</p> <ul style="list-style-type: none"><li>D112186-341.</li></ul> <p>The arrangement of the bridge structure and associated development shown in these drawings will guide the detailed design of the structures that will be submitted for approval of reserved matters and other approvals under the planning permission, save in respect of any departures from those Parameters that are not likely to have any significant adverse environmental impacts beyond those currently identified.</p>
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### f) M1 Junction 1 Pedestrian and Cycle Bridge (Ref B6)

- 4.17 The application seeks permission for a new pedestrian and cycle bridge over the A406 which links the application site at Station Quarter Zone to the existing communities north of the application site. The general location of the bridge is identified on Parameter Plan 002. **The highway authorities are reviewing the potential to secure pedestrian and cyclist access at grade through the M1/A406/A5 Junction. If this is determined the appropriate solution, Bridge Structure B6 would no longer be required.**
- 4.18 This new bridge (or **at-grade crossing or crossings**) will connect the BXC development with the existing pedestrian and cycle facilities at the Staples Corner junction, as an existing railway arch will be used to provide pedestrian access under the railway to the north of the new carriageway. The bridge (or **crossings**) will connect to a combined footpath and cycle path at a high level that will link to the new BXC Transport Interchange to the south. The bridge will incorporate a lift or a ramp to facilitate step free access to the north. In light of public consultation responses the Development Partners are considering including ramps, at the northern and southern end of the bridge for cyclists. These ramps are not currently shown on the Approval in Principle plans and the detailed design will be subject to approval from the LPA.

- 4.19 The existing footbridges within the M1/A406 junction will be removed as the new footbridges (or ~~an~~ at grade crossings) will address the new pedestrian desire lines that will result from the BXC development.
- 4.20 The detailed design of the bridge is subject to approval by the LPA. However, it will have the following characteristics:
- Minimum clearance of 5.7m (after an allowance for deck deflection from permanent loads and differential settlement) and a maximum of 7.5m;
  - One intermediate pier will be located within the new configuration of roads in the modified A406/M1 junction, as shown on the Approval in Principle Plans; and
  - Approximate overall length (from the stair/lift core to the opposite abutment, excluding ramps) and width of structure is 50 - 70m and 4 - 8m respectively (these details will be refined at the detailed design stage).

Permission sought at this time:

Outline planning permission with all matters reserved for the M1 Junction 1 Pedestrian & Cycle Bridge as set out in the plan listed below.

The Parameter Plan relating to the work to the M1 Junction 1 Pedestrian & Cycle Bridge is as follows:

- Parameter Plan 002 ~~Rev 13~~.

The Approval in Principle drawings relating to this bridge is as follows (and can be found in BXC20):

- D112186\_361C.

The arrangement of the bridge structure and associated development shown in these drawings will guide the detailed design of the structures to be submitted for approval of reserved matters and other approvals under the planning permission, save in respect of any departures from those Parameters that are not likely to have any significant adverse environmental impacts beyond that currently identified.

## Section 5 of the Revised DSF:

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### f) Station Quarter zone

5.49 The principles set out in the Parameter Plans create a general layout for the zone as shown on Parameter Plan 015, and specifically Parameter Plan 022. The key components of this Development Zone are as follows:

- 448,403sq.m of development floorspace. The uses are set out in Zonal Floorspace Schedule and include 35,230sq.m of residential floorspace (around 380 units), 373,551sq.m of commercial floorspace, 4,645sq.m of retail floorspace (Class A1-A5), 29,542sq.m of hotel floorspace, 2,787sq.m of leisure floorspace, 232sq.m of community facilities and 2,416sq.m relating to the railway station;
- New mainline train station and transport interchange around Station Square (as shown on Parameter Plans 002, 003 and 013);
- Two small squares (ref S1 and S6), green corridor along the A406 (ref GC2), office district park (ref CG1) and nature park (ref NP3) as shown on Parameter Plan 003;
- Pedestrian bridge over the M1/A406 junction (ref B6 as shown on Parameter Plan 002) **or at-grade crossings through the M1/A406/A5 Junction that provide direct high quality and safe pedestrian and cycle routes between the A5 (N) and Station Quarter;**
- Geron Way pedestrian bridge linking this zone with the Railway Lands zone (ref B3 as shown on Parameter Plan 002);
- The northern section of Spine Road North linking this zone with Brent Terrace zone and Claremont Road to the south; and
- Scheme wide CHP Facility.

5.50 A general description of the design principles for this zone is provided in Section A3.4 of the ~~RDAS Revised Design & Access Statement~~.

5.51 Development within the Station Quarter zone will be facilitated by the demolition of the existing Claremont Industrial Estate, Brent Cross South Shopping Park and the relocation of the train stabling facilities to within the Railway Lands zone) (as shown on Parameter Plan 016).

**Table 11b of the DSF**

Table 11b: Phase 1A, 1B and 1C Content (the table is shown without track changes for clarity)

Phase 1	2010 Permission	Section 73 Application
<b>Sub Phase 1A</b>	<ul style="list-style-type: none"> <li>- Site Engineering and Preparation Works insofar as these are comprised in Phase 1;</li> <li>- A406 Brent Cross Ingress/Egress Junction Improvements;</li> <li>- A41/A406 Junction Improvements;</li> <li>- A407 Cricklewood Lane/Claremont Road Junction Improvements;</li> <li>- A5/Diverted Geron Way (Waste Handling Facility) Junction.</li> <li>- A5/A407 Cricklewood Lane Junction Improvements.</li> <li>- Claremont Avenue</li> <li>- Claremont Road Junction North;</li> <li>- Claremont Park Road (Part 1);</li> <li>- Templehof Avenue and Templehof Link Road</li> <li>- Tilling Road West Re-alignment and Diversion (Part 1)</li> <li>- Claremont Avenue Junction with Tilling Road</li> <li>- Brent Cross Pedestrian Underpass Works ;</li> <li>- Prince Charles Drive Diversion;</li> <li>- Bus Station Temporary Enhancement Works</li> <li>- Clarefield Park Temporary Replacement Open Space</li> <li>- Clitterhouse Playing Fields Improvements Part 1</li> <li>- Eastern River Brent Alteration &amp; Diversion Works.</li> <li>- Bridge Structure B1 (Replacement A406 Templehof</li> </ul>	<ul style="list-style-type: none"> <li>- A406 Brent Cross Ingress/Egress Junction Improvements (N)</li> <li>- A41/A406 Junction Improvements (N)</li> <li>- A407 Cricklewood Lane/Claremont Road Junction Improvements (N)</li> <li>- A5/Diverted Geron Way (Waste Handling Facility) Junction (S)</li> <li>- A5/A407 Cricklewood Lane Junction Improvements (N)</li> <li>- Claremont Avenue (N)</li> <li>- Claremont Road Junction North (N)</li> <li>- Claremont Park Road (Part 1) (S)</li> <li>- Templehof Avenue and Templehof Link Road (N)</li> <li>- Tilling Road West Re-alignment and Diversion (Part 1) (N)</li> <li>- Claremont Avenue Junction with Tilling Road (N)</li> <li>- Brent Cross Pedestrian Underpass Works (N)</li> <li>- Prince Charles Drive Diversion (N)</li> <li>- Clitterhouse Playing Fields Improvements Part 1 (N)</li> <li>- Eastern River Brent Alteration &amp; Diversion Works (N)</li> <li>- Bridge Structure B1 (Replacement A406 Templehof Bridge) (N)</li> <li>- River Brent Bridges (as relevant to the Eastern River Brent Alteration and Diversion Works) (N)</li> <li>- M1/A406 and A5/A406 Junction Improvements (N)</li> <li>- Central River Brent Alteration &amp; Diversion Works (N)</li> <li>- Bridge Structure B6 (M1 Junction 1</li> </ul>



	<p>Bridge)</p> <ul style="list-style-type: none"> <li>- River Brent Bridges (as relevant to the Eastern River Brent Alteration and Diversion Works)</li> </ul>	<p>Pedestrian and Cycle Bridge) or an at-grade crossing solution between the A6 (N) and Station Quarter that is safe, direct and high quality for pedestrians and cyclists or at-grade crossing (N)</p> <ul style="list-style-type: none"> <li>- River Brent Bridges (as relevant to the Central River Brent Alteration and Diversion Works) (N)</li> <li>- Living Bridge (N)</li> <li>- Whitefield Estate Replacement Units (Part 1) (N)</li> </ul>
<p><b>Sub Phase 1B</b></p>	<ul style="list-style-type: none"> <li>- Southern Plots 18, 25, 28, 46, 59 (subject to compliance with Conditions 35.3, 35.4 and 35.6) and 63</li> <li>- Brent Cross Main Square</li> <li>- River Brent Nature Park</li> <li>- Eastern Brent Riverside Park</li> <li>- School Green Corridor</li> <li>- Claremont Park Improvements</li> <li>- Market Square</li> <li>- Brent Terrace Green Corridor</li> <li>- Whitefield Estate Replacement Units</li> </ul>	<ul style="list-style-type: none"> <li>- Western River Brent Alteration &amp; Diversion Works (N)</li> <li>- Claremont Park Improvements (N)</li> <li>- Clarefield Park Temporary Replacement Open Space (S)</li> <li>- Southern Plots 18, 25, 28, 46, 59, (subject to compliance with Conditions 35.3, 35.4 and 35.6) and 63 (S)</li> <li>- School Green Corridor (S)</li> <li>- Market Square (S)</li> <li>- Brent Terrace Green Corridor (S)</li> <li>- Community Facilities (Market Quarter) (S)</li> <li>- Transport Interchange T2 (Replacement Brent Cross Bus Station) (N)</li> <li>- Whitefield Estate Replacement Units (Part 2) (S)</li> <li>- All Northern Development Plots (N)</li> <li>- Brent Cross Main Square (N)</li> <li>- River Brent Nature Park (N)</li> <li>- Eastern Brent Riverside Park (N)</li> <li>- Central Brent Riverside Park (N)</li> <li>- Community Facilities (Brent Cross East) (N)</li> <li>- Sturgess Park Improvements (N)</li> <li>- High Street North (N)</li> <li>- River Brent Bridges (as relevant to the Western River Brent Alteration and Diversion Works) (N)</li> </ul>

## Definition of “M1/A406 and A5/A406 Junction Improvements”

### **"M1/A406 and A5/A406 Junction Improvements"**

means alterations to the existing highway network at this junction and associated offsite works (including Bridge Structure B6 (M1 Junction 1 Pedestrian and Cycle Bridge) in accordance with paragraph 3.3, 3.4, 3.19 and 3.19a of the DSF.

### **"Main Health Centre"**

means the primary health care centre to be provided in accordance with paragraph 2.31 of the DSF

### **"Market Housing"**

means Residential Units which are not Affordable Housing

### **"Market Quarter Zone"**

means the Zone identified and marked as the Market Quarter Zone on Parameter Plan 001 and the indicative layout of which Zone is shown on Parameter Plan 020;

### **"Market Square"**

means the new market square to be provided in the Market Quarter Zone in accordance with paragraph 5.30 and Table 5 of the DSF in the general vicinity of the location marked "M2" on Parameter Plan 003

### **"Millennium Green"**

means the existing the Millennium Green marked "CG2" on Parameter Plan 003;

### **"Necessary Consents"**

means such statutory orders, consents, approvals, agreements required under the S73 Permission or this Agreement to enable the Critical Infrastructure relevant to the Phase or Sub-Phase in question (as the require) to be constructed and provided and thereafter (where appropriate) to be used and operated and including:

- (a) (in relation to any primary or secondary routes or any Local Highways or any cycle and/or pedestrian routes or any other public thoroughfares) any agreements required under sections 38 and 278 of the Highways Act 1980 (or any amending legislation in force from time to time); and
- (b) in respect of Principal Open Spaces adopted or managed maintained repaired and renewed or operated in accordance with the S73 Permission and/or (as the case may require) the Estate Management Framework;

## **Definition of “Phase 1A (North)”**

### **“Neighbourhood Police Unit (Brent Cross East Zone)”**

means the police unit to be provided within the Brent Cross East Zone

### **“Neighbourhood Police Unit (Market Quarter Zone)”**

means the police unit to be provided within the Market Quarter Zone

### **“New A406 Bridge, Templehof Avenue and Link Road”**

means a replacement to existing Templehof Bridge over the A406 (marked “B1” on Parameter Plan 002)

### **“North Circular Green Corridor”**

means new green corridor with a width of between 8 and 30 m to be provided in the Station Quarter Zone in accordance with paragraph 5.57 of the DSF in the general vicinity of the location marked “GC2” on Parameter Plan 003

### **“Northern Nature Park”**

means new northern nature park of 0.2 ha to be provided in the Station Quarter Zone in the general vicinity of the location marked “NP3” on Parameter Plan 003

### **“Office District Park”**

means the new office district park of 0.6 ha to be provided in the Station Quarter Zone in the general vicinity of the location marked “CG1” on Parameter Plan 003

### **“Parameter Plans”**

means the drawings at Appendix 2 of the DSF

### **“Phase 1A (North)”**

means the following Critical Infrastructure comprised in Phase 1 in accordance with the Primary Development Delivery Programme and all relevant Phase 1A (North) Necessary Consents and the relevant Phase 1A (North) Details (subject to



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any amendments approved in accordance with **Condition 4.2** of the Permission):

A406 Brent Cross Ingress/Egress Junction Improvements

A41/A406 Junction Improvements

A407 Cricklewood Lane/Claremont Road Junction Improvements

A5/A407 Cricklewood Lane Junction Improvements

Claremont Avenue

Claremont Road Junction North

Templehof Avenue and Templehof Link Road

Tilling Road West Re-alignment and Diversion (Part 1)

Claremont Avenue Junction with Tilling Road

Brent Cross Pedestrian Underpass Works

Prince Charles Drive Diversion

Eastern River Brent Alteration and Diversion Works

Bridge Structure B1 (Replacement A406 Templehof Bridge)

River Brent Bridges (as relevant to the Eastern River Brent Alteration and Diversion Works)

M1/A406 and A5/A406 Junction Improvements

Central River Brent Alteration and Diversion Works

Bridge Structure B6 (M1 Junction 1 Pedestrian and Cycle Bridge) **or at-grade crossing or safe, direct and high quality**

**alternative at grade pedestrian and cycle link between the A5 and Station Quarter**

River Brent Bridges (as relevant to the Central River Brent Alteration and Diversion Works)

Bridge Structure B7 (Living Bridge)

Whitefield Estate Replacement Units (Part 1)

Western River Brent Alteration and Diversion Works

River Brent Bridges (as relevant to the Western River Brent Alteration and Diversion Works)

Western Brent Riverside Park

Clitterhouse Playing Fields Part 1 (which does not include the Clitterhouse Stream Nature Park)

Claremont Park

#### **"Phase 1A(North) Pre-Commencement Reserved Matter Approvals"**

**means** all Reserved Matters Approvals for the Critical Infrastructure (Pre-Phase 1A (North))

#### **"Phase 1A (North) Pre Commencement Other Matters Approvals"**

means the following approvals required under the conditions of the S73 Permission relating to the parts of the Development in Phase 1A (North):

C 1.8 (Remediation Works and Site Engineering and Preparation Works)

C 1.9 (CCC Feasibility Study)

C 1.10 (Residential Relocation Strategy)

C 1.15 (Building and Bridge Structure Details)

C 1.17 (Illustrative Reconciliation Plan)

C 1.18 (Consultative Access Forum)

C 1.19 (Brent Cross Energy Panel)

C 1.20 (Area Wide Walking and Cycling Strategy)

C 1.21 (Framework Servicing and Delivery Strategy)

C 1.22 (Servicing and Delivery Strategy)

C 1.23 (BXC Regeneration Public Consultation Strategy)

C 1.24 (VWCS Feasibility Study)

C 1.25 (BXC Mobility Feasibility Study and Strategy)

## Table 1 within paragraph 12 of Appendix 2 (the Parameter Plans)

12. The Parameter Plan identifies the general location of new bridges, listed in Table 1 (below). ~~With the exception of the Templehof Bridge, t~~heir exact location will be determined at detailed design stage but could be up to 20m either side of the location shown, save for Templehof Bridge whose western limit levels of deviation ~~is are~~ more constrained by the need for minimum headroom over the A406. The maximum deck levels and the lengths and widths of these bridges are defined on PP006 and Section 4 of this document. The M1/A406 and A5/A406 junction works result in alterations to the A5 Staples Corner Eastern footbridge in the form of the removal of the existing ramp and creation of new steps and lift facilities. This is described in Section 3b of this document.

Table 1: Approximate Location of New Highway and Pedestrian Bridges

Bridge Reference	Location	LOD (horizontal)	Main Movement Typology
B1	A406 Templehof Bridge	+/- <u>154m</u>	Vehicles, pedestrians and cyclists with public transport priority
B2	A5 Link Bridge	+/- <u>154m</u>	Vehicles, pedestrians and cyclists with public transport priority
B3	Geron Way Bridge	See Note 1	Pedestrians.
B4	Bridge over the A406	+/- 30m	Pedestrians.
B5	Bridge over the A41	+/- 20m	Pedestrians.
B6	M1 Junction 1 Bridge	+/- 10m	Pedestrians and cyclists
<u>B7</u>	<u>Living Bridge</u>	<u>+/- 20m</u>	<u>Pedestrians (and managed cycle route)</u>

Note

- The general location of the bridge is shown on Parameter Plan 002, the final design of which must provide pedestrian access to the new BXC Transport Interchange.
- Should the M1 Junction 1 Bridge (B6) not be provided, a safe, direct and high quality alternative at grade pedestrian and cycle link between the A5 and Station Quarter will be provided instead, an at grade crossing will be provided instead through the A406/M1/A5 Junction.

### Transport Interchanges

13. The plan identifies the approximate location of new transport interchanges, which are summarised in Table 2. More detailed parameters are provided in Parameter Plans 013 and 018. It will be acceptable to develop over the interchanges if an acceptable design solution can be presented, in respect of Transport Interchange T2 (Replacement Brent Cross Bus Station) a partial covering by the building above is likely.

**SITE LOCATION PLAN: Brent Cross Regeneration Area, London NW2**

**REFERENCE: 15/07802/CON**

