

**LOCATION:** Brent Cross Cricklewood Regeneration Area, London, NW4

**REFERENCE:** 17/2963/RMA  
**Received:** 08 May 2017  
**Accepted:** 19 May 2017

**WARD:** Golders Green, West Hendon and Childs Hill.  
**Expiry:** 19 August 2017

**APPLICANT:** Brent Cross Development Partners

**PROPOSAL:** Reserved Matters Application for Phase 1B (North) of the Brent Cross Cricklewood Regeneration scheme relating to Layout, Scale, Appearance, Access and Landscaping submitted pursuant to Conditions 1.2.2.A and 2.1 and for the part discharge of Condition 13.1 attached to Planning Permission ref no. F/04687/13 for the comprehensive mixed-use redevelopment of the Brent Cross Cricklewood Regeneration Area. The proposal comprises retail led mixed use development which includes a replacement Brent Cross Bus Station, 52 residential units, new hotel, new energy centre, Eastern and Western Brent Riverside Park (including a Nature Park) and improvements to Sturgess Park. Application is accompanied by an Environmental Statement Further Information Report.

## **1 APPLICATION SUMMARY**

The application is a Reserved Matters Application (RMA) for detailed design of Phase 1B (North) of the Brent Cross Cricklewood (BXC) regeneration scheme. Phase 1B (North) presents a substantial sub-phase of the BXC regeneration scheme and covers the majority of development plots within the northern regeneration part of the area around the site of the existing Brent Cross Shopping Centre.

The principle of development has been established under the Section 73 planning permission which was approved in 2014 and as such the RMA for Phase 1B (North) seeks approval for the layout, scale, access, appearance and landscaping of the development plots within this sub-phase.

The scheme proposes 82,325sqm of retail floorspace arranged over the central development plots within the development zone. An energy centre is proposed onsite which will serve the development within the sub-Phase. A replacement bus station is proposed, which will be operated by TfL. No additional car parking spaces are proposed, instead the proposal seeks to reconfigure the existing level within three multi storey car parks. A new service and delivery loading yard is proposed at basement level underneath the new centre. A new hotel is also proposed and a 52 dwelling residential block. A riverside walkway is proposed and will provide an upper and lower landscaped walkway along the re-routed River Brent. Public open space is proposed at the threshold entrances of the new shopping centre, along with a nature park and improvements to the existing Sturgess Park.

The application is accompanied by an Environmental Statement Further Information Report (ES FIR) which has assessed the proposal against a range of topics to show how the proposal is in compliance with the environmental assessment conclusions of the 2014 section 73 outline permission, subject to mitigation. Mitigation measures were identified for various topics and these have been incorporated into conditions recommended in this report.

## **2 RECOMMENDATION**

This application is recommended for APPROVAL subject to the conditions attached in Appendix 1.

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### 3 BACKGROUND TO THE BRENT CROSS REGENERATION

#### 3.1 Outline Planning Consent

The principle of development at Brent Cross Cricklewood (BXC) 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 at the time. 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 s.73 Consent’) 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).”*

The 2014 s.73 outline permission includes a set of approved documents. The key documents include:

- The revised Development Specification Framework (RDSF) which sets out the parameters of the development
- The revised Design and Access Statement (RDAS) which provides guiding principles on development design
- Transport Assessment which is a report outlining the relevant transport requirements and parameters

- The revised Environmental Statement which provides an assessment of environmental impacts of the 2014 consent and provides baseline conditions which future EIA development should be assessed against.

### **3.2 Phasing of the BXC Regeneration Scheme**

The Brent Cross Cricklewood development site as approved by application F/04687/13 covers a 151 hectare area. This area is bounded by the Edgware Road (A5) and the Midland Mainline railway line to the west and by the A41 to the east. The area is bisected east to west by the A406 North Circular Road. The site 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 A406. The 2014 s.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 the northern and southern development zones of BXC. For Phase 1, the northern development zone which lies north of the A406 is being delivered by Hammerson Standard Life and the southern development zone which lies to the area south of the A406 is being delivered by the Council in partnership with Argent Related.

The Phase 1 sub phases are as follows:

- **Phase 1A (North)** which falls under eight separate approved RMAs includes highways infrastructure, junction improvements, the River Brent re-routeing and the new Tempelhof Bridge and Living Bridge. Details of the approved RMAs are included within Appendix 2.

The following Highways Infrastructure: Claremont Avenue; Claremont Road Junction North; High Street South (East Works); Orchard Lane; and, the following Open Space Infrastructure: Claremont Park Improvements; Clitterhouse Playing Fields Improvements (Part 1) fall, at the time of writing, under Phase 1A (North). However these items of infrastructure were re-phased via condition 4.2 (16/7489/CON) and these items of critical infrastructure have been re-phased to Phase 1B (South). This change in phasing has been subject to consideration at committee and has been recommended for approval subject to the completion of a deed of Variation to the Section 106 Agreement (the second Deed of Variation).

- **Phase 1A (South)** comprises the delivery of Claremont Park Road (Part 1) to support Phase 1 of the Southern Development. This phase also currently includes the Waste Handling Facility Diverted Geron Way/A5 junction which is the subject of a re-phasing application (17/3661/CON) to create the new sub-phase to deliver the Thameslink Station and is proposed to be moved to Phase 2 (South) (Thameslink Station).
- **Phase 1B (North)**, the subject of this application, and which 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 elements of the Riverside Park, Sturgess Park Improvements and around 52 housing units.

- **Phase 1B (South)** includes the Clarefield Park Temporary Replacement Open Space, along with the Claremont Park Improvements and Clitterhouse Playing Fields (Part 1). It also includes residential floorspace (circa 260 units including the Whitefield Estate Replacement Units (Part 2) on Plot 12). This sub-phase will also deliver a number of highway infrastructure items including Claremont Avenue, Claremont Road Junction (North), High Street South (East Works) and Orchard Lane. This phase also currently includes the Waste Handling Facility which is the subject of the re-phasing application to create the new Thameslink Station sub-phase and is proposed to be moved to Phase 2 (South) (Thameslink Station).
- **Phase 1C** – This will include the remaining plot development in Phase 1 on the south side, including Plots 11, 13, a temporary health centre and neighbourhood policing unit, the Market Quarter Community Facilities, and plot 62 (allocated for business) which is the subject of the Thameslink re-phasing application and will be moved to Phase 2 (South) (Thameslink Station).

### **3.3 Key Relevant Planning Decisions**

A full list of determined and pending planning applications associated with Phase 1 North of the BXC scheme is provided in Appendix 2.

Application 17/2528/NMA under Section 96a of the Town and Country Planning Act approved a non-material amendment (NMA) to the s.73 Permission to increase the retail floorspace within the BXE Development Zone. Specifically the application approved an increase in 4,192sqm of A1 – A5 retail floorspace which is comprised of 2,515sqm of Class A1 comparison retail floorspace and 1,677sqm of Class A3 – A5 floorspace. This resulted in a revised total floorspace figure for the BXE Development Zone of 82,325m<sup>2</sup> for Retail and Related Uses. As such the outline parameters for Phase 1B (North) comprise those as amended by 17/2528/NMA.

The NMA also sought some demolition, decommissioning and loss of existing A1 comparison retail floorspace within the Brent Cross Shopping Centre to allow for the Phase 1B North application to be put forward and therefore enabling the extension to be constructed. The NMA application also amended the wording of Condition 36.8 and requires that areas of the existing centre to be demolished/lost/decommissioned are to be identified within the drawings submitted for the Phase 1B (North) RMA. In this regard, plans submitted under the application before the Committee identify the relevant areas to be demolished, lost and decommissioned.

An associated application under Condition 2.4 and 2.5 of the s.73 Permission (17/2460/CON) approved consequential changes to the s.73 Permission documents. This made minor amendments to parameters within the RDSF and text within the RDAS to reflect the minor increase in retail floorspace approved under 17/2528/NMA.

### **3.4 Pre-Reserved Matter Application Conditions**

The s.73 outline consent for the Brent Cross regeneration includes a number of pre-Reserved Matters conditions intended to establish key principles of the development. The majority of these require submission prior to applications for reserved matters being submitted to the Council. Reserved Matters Applications are then required to accord with commitments and strategies approved under these conditions where relevant.

The relevant pre-RMA conditions related to Phase 1B (North) have all been submitted. There remain a number which are yet to be approved. The wording of these conditions does not specifically require their discharge prior to the approval of Reserved Matters but in some instances there is a direct material relationship between the details of the reserved matters submission and the principles being captured within the conditions.

Appendix 2 includes a list of those pre-RMA conditions for Phase 1B (North) which have relevance to the plots but have yet to be formally determined. In most instances agreement has been reached between the LPA and the applicant but the conditions have yet to be formally discharged. In all of these circumstances those sections relevant to the reserved matters application for 1B (North) have been confirmed in discussions between the LPA and the applicant to be acceptable.

Condition 1.31 allows for the determination of relevant reserved matters applications in circumstances where conditions have yet to be approved:

*“Where in these conditions any document strategy plan or other document or information is required to be submitted prior to any Reserved Matters Application or Other Matters Application required under this Permission, the grant of the relevant Reserved Matters Approval(s) or Other Matters Approval(s) shall be subject to the LPAs prior or simultaneous approval or confirmation (as the case may require) of the relevant document strategy plan or other document or information.*

*Reason: To ensure that an accurate and consistent interpretation is applied in the application and enforcement of these Conditions and the corresponding provisions in the S106 Agreement.”*

As the relevant aspects of these conditions are acceptable to the LPA in the development of the Plots, Committee is in position to make a decision prior to the formal approval of these outstanding conditions. A schedule of pre-RMA Conditions relevant to Phase 1B (North) is included within Appendix 2.

### **3.5 Application under Condition 2.4**

An application has been submitted against Condition 2.4 (with planning reference 17/3984/CON) which seeks to make minor amendments to the RDSF to reflect the minor changes as a consequence of the Phase 1B (North) detailed design.

## **4 DESCRIPTION OF THE SITE AND SURROUNDINGS**

### **4.1 Description of the Wider BXC Site**

The Brent Cross Cricklewood development relates to a 151 hectare site which is defined to the west by the Edgware Road (A5) and Midland Mainline railway line; to the east by the A41; and is bisected east to west by the A406 North Circular Road. It includes Junction 1 of the M1 (Staples Corner), the existing Brent Cross Shopping Centre and Bus Station to the north of the North Circular as well as the existing Sturges Park. To the south of the North Circular, the site contains the Brent South Shopping Park, existing Tesco store and Toys 'R' Us store, the Whitefield housing estate (approximately 220 residential 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) to the south; and the Hendon Waste Transfer Station, Claremont Way Industrial Estate and Cricklewood Railway Station to the far south of the site.

The Tempelhof Bridge and the A41 flyover provide the only direct north-south link across the North Circular Road. The London Borough of Brent is located to the immediate west of the site, on the opposite side of the A5 Edgware Road. The BXC site is dominated and constrained by the existing road network and rail infrastructure. It contains industrial land, former railway land, retail warehousing and large areas of surface car parking. Comprehensive redevelopment is required to enable the provision of a sustainable mixed use town centre and to create an acceptable residential environment.

The BXC site includes key parts of the Transport for London Road Network at Hendon Way (A41) and the North Circular. The site is also bounded by the A5 Edgware Road, part of the Strategic Road Network. The area also includes sections of the Midland Mainline railway between London St. Pancras and the north of England, including the existing Cricklewood Station. Brent Cross Underground Station is within the eastern boundary of the regeneration area. Brent Cross Bus Station also provides access to 18 bus routes (including Green Line).

### **4.2 Description of the Phase 1B (North) Site**

The Phase 1B (North) application site is located in the northern most area of the Brent Cross redevelopment site, with the A406 and re-routed River Brent running across the southern border. The site is comprised of the existing Brent Cross Shopping Centre, River Brent, Sturges Park and existing car parks, some of which relate to the existing Brent Cross Shopping Centre. Although the existing Brent Cross Shopping Centre is located within the northern section of the site, it does not form a part of this reserved matters planning application.

The northern and western surrounds of the application site is comprised of housing. The A41 runs along the eastern boundary of the site. To the south of the site beyond the A406 lies the southern development of the regeneration scheme.

## 5 DESCRIPTION OF PROPOSED DEVELOPMENT

### 5.1 Phase 1B (North) Proposals

This reserved matters submission provides details of layout, scale, appearance, access and landscaping in relation Phase 1B (North). The s.73 Permission defines Phase 1B (North) as consisting of all Plot Development and Critical Infrastructure within the Brent Cross East (BXE) Zone. These are as follows:

- Transport Infrastructure T2 (Replacement Brent Cross Bus Station)
- BXE Development Zone (BXE) Development Plots
- BXE associated streets and spaces
- Brent Cross Main Square
- Threshold Spaces – Layfield Place, Fenwick Place and Tempelhof Circus
- High Street North
- Community Facilities
- Neighbourhood Police Unit
- River Brent Nature Park (NP4)
- Eastern Brent Riverside Park
- Western Brent Riverside Park
- Sturgess Park Improvements

The proposal for each item of Development Plot and Critical Infrastructure item is described under each heading below.

#### 5.1.2 Transport Infrastructure T2 (Replacement Brent Cross Bus Station)

The s.73 Permission defines the replacement bus station as:

*“Transport Interchange T2 (Replacement Brent Cross Bus Station) means replacement bus station in accordance with paragraphs 3.30, 3.31 and 5.15 of the DSF and the Details of which shall be approved in accordance with Condition 13.1 of this Permission to be located approximately in the location marked “T2” on Parameter Plan 002 in the Brent Cross East Zone to replace the existing Brent Cross bus station and the indicative layout showing how such station could be carried out in accordance with the parameters and principles approved under this Permission is shown Indicative Zonal Layout Parameter Plan 027 and also the design principles and dimensions set out in Schedule 6 of the Section 106 agreement.”*

The new replacement bus station is proposed to be located south east of the existing bus station between the proposed extension to the shopping centre, and the A406 and the re-routed River Brent (the re-routing of the River Brent was approved under 15/03315/RMA) running along the southern and south eastern boundary of the bus station site.

The replacement bus station proposes 13 bus stops and 19 bus stands of which 16 are arranged in double length pairs. Additional bus routes will be added to the routes which pass



through the bus station. TfL, as leasee of the bus station, has been heavily involved in the design development of this aspect of the scheme with the aspiration to provide a world class bus station.

The proposed access for buses into the station is at the southern point of the station from Prince Charles Drive. Buses will exit the station at the eastern end onto Prince Charles Drive. The proposed general arrangement of the station can be seen on plan “UPDATED VOL4\_BUS STATION GENERAL ARRANGMENT PLAN BUS STATION LAYOUT\_08069-CTA-SB-LG0-DR-A-15501\_P18” submitted within Volume 4 of this RMA. The bus station will be situated at the ground level of Plot 103 and 104, with car park uses on the levels above. A pedestrian peninsular will be situated along the length of the bus station with the western most area leading into the shopping centre and the eastern most area where the bus station staff area is to be located. The pedestrian peninsular will be covered by the overhanging upper levels of the car park building as well as by canopies for passenger waiting areas.

Within and around the pedestrian peninsular are proposed to be two kiosks for information points and to the north west of the station adjacent to the entrance of the shopping centre are to be two wheelchair accessible toilets. The bus station staff areas are proposed to the eastern area of the bus station accessed via a walkway to the north east of the pedestrian peninsular. This area will be comprised of a management store, office area and changing rooms and toilets.

Direct public access between the bus station and the shopping centre will be primarily via the main bus station shopping centre entrance which lies at the north west of the station. Adjacent to the west of this key entrance is an informal pedestrian route through the lower ground south eastern corner of the department store at Plot 102 which will provide a direct access point to the station from the shop floor. A further pedestrian link between the centre and station will be via a staircase linking the station at lower ground level with the Living Bridge (Bridge Structure B7) at upper ground level from which the shopping centre can be directly accessed. A pedestrian route will also be provided between the shopping centre and the eastern side of the bus station: this link includes two zebra crossings.

### **5.1.3 BXE Zone Development Plots and Associated Streets and Spaces**

A plan showing the location of each development plot is provided at Appendix 3.

#### **Plot 101 (Energy Centre and Retail)**

Plot 101 which is an existing car park, lies to the south west of the Phase 1B (North) site area. The site is bounded by BXSC to the north, the A406 to the south, the replacement Tempelhof Bridge to the east, and to the west Plot 114 which is designated for residential development under future Phase 2 (North) of the s.73 Permission. The re-routed River Brent runs immediately to the south and west of Plot 101 and the pedestrian and cycle link (approved under permission 15/03312/RMA) runs north south through the plot.

The proposal for Plot 101 includes a new building which will house an energy centre and a bicycle/café hub; a substation to the southern end of this new building; a Collect by Car facility to serve Plot 102 anchor store M&S; and landscaped surrounds.

The energy centre will occupy the majority of the building which is comprised of three principle levels as well as a below ground service duct level, and an open roof level for enclosed plant. The public bicycle/café hub is proposed at the second level of the building and will be accessed at grade from Tempelhof Avenue. The dedicated energy centre will be comprised of a gas fired CHP engine and gas boilers which will provide heat to the residential Plot 113 development and other units within Phase 1B (North) which elect to connect to the CHP. Other non-domestic building plots will be able to connect to the heat network should they elect to do so as per the approved Energy Strategy (revision 8) which is an approved document under condition 35.6 with planning reference 14/08106/CON). Cooling for the shopping centre extension will be provided by high efficiency water cooled chillers also located at Plot 101.

The Collect by Car facility, managed by M&S who are the tenant of Plot 102, provides a means by which customers purchasing retail goods online can then collect these goods by car. The Collect by Car facility will be located within Plot 102 and can be accessed via a turning off of Prince Charles Drive which leads to a looped road within Plot 101 and situated below the Tempelhof Bridge and beside Plot 102.

Internal circulation will be via a fire escape staircase and lift. The stair core serves all levels of the building, and the lift serves all levels except the roof level. The lower two floors of the proposed building can be accessed directly from the surrounding ground level on the western side, and Tempelhof Bridge level at the eastern side. Public access into the building is from the east of the Plot site via the bicycle café zone on the second level. This access point is at grade with the Tempelhof Bridge.

Pedestrian links connect the site to the surrounding lower riverside walkway as well as the Tempelhof Bridge and the main pedestrian crossing linking the bridge to the Tempelhof Circus threshold entrance to the proposed BXSC extension. There is a graded footpath to the west of the site which loops down from upper ground level to lower ground level where it meets the lower riverside walkway. Cycle parking will be provided adjacent to the graded footpath to the north of the site. Proposed at the northern extent of the site are stairs which provide a more direct link between the site and the lower riverside walkway. The sole highway access lies to the southern extent of Plot 101 and will be utilised by customers for M&S Collect by Car service. This access route provides a layby for use for large delivery and maintenance vehicles for the Plot 101 energy centre and cycle café hub.

The façade of the building will be clad with vertical tubing and a glazed band is proposed at the northern elevation, continuing along the length of the eastern elevation which fronts Tempelhof Avenue. There are two angled recesses along the eastern and western elevations. At the second level of the building, the western recess incorporates a projecting terrace area bicycle/café hub overlooking the River Brent. Planting is proposed in the northern and southern extents of the Plot in the areas surrounding the new building. A green wall screen archway is proposed at the Collect by Car road access point.

Materials proposed for the building are comprised of a metal louvre cladding which will be overlaid with vertical aluminium tubes. These two metallic elements will have contrasting colour tones. The surrounding areas of Plot 101 will be comprised of re-constituted stone-faced precast concrete plinth elements. The proposed materials for Plot 101 are indicative at this stage and will be subject to LPA approval via a condition which will be attached to any Phase 1B (North) RMA approval.

#### Plot 102 (Multi-Storey Car Park)

Plot 102 is located on an existing surface car park serving the existing Brent Cross Shopping Centre (BXSC) and is situated at the most southerly point of the Phase 1B (North) boundary. A new multi storey department store building is proposed at Plot 102 as well as a basement service and delivery yard. Within the proposed Phase 1B (North) scheme, the new department store will sit on the southern edge of the development between the Living Bridge and the Tempelhof Bridge. The building will have five main levels as well as an internal second floor mezzanine and a rooftop level. D2 leisure uses are proposed to be located above the department store. A plant area is provided on the rooftop level.

It is expected that Marks and Spencer will be the main tenant and will occupy the three main retail trading levels that are accessed directly from the internal shopping centre extension at lower ground, upper ground and level 1. The leisure offer and restaurant uses will be located at roof level. The current M&S store will be relocated to the new building proposed at Plot 102. M&S' Collect by Car facility will be located within a dedicated area of the basement. The public drive through access to the Collect by Car facility will be from the adjacent Plot 101.

A servicing and delivery yard for the new shopping centre extension is proposed in a basement beneath the new department store building on Plot 102 and will be accessed via a bridge over the River Brent from Prince Charles Drive. The operation and management of the service and delivery yard is detailed in the report submitted and approved under Phase 1B (North) pre-RMA condition 1.22 with planning reference number 17/3088/CON.

The servicing and delivery yard access includes security arrangements to check each vehicle before it enters the basement. This will include rising bollards that will be lowered once a vehicle has been validated via remote cameras. The servicing and delivery access also crosses the upper riverside walkway. An informal pedestrian crossing is located at the mouth of the basement access ramp. Signage and lighting will be provided in this location to identify the informal pedestrian crossing over the delivery bay vehicle access point.

The lower ground level of the department store is intended to provide an ancillary convenience food store. From this store, there will be direct public access to the bus station. Lift cores are located internally within Plot 102 at the lower ground level and will serve all the levels of the Southern Multi Storey Car Park located in the adjacent Plot 103. The upper ground and first floor will be accessed from the internal circulation mall of the extended shopping centre and will be comprised of retail uses. Plot 102 also includes a second floor mezzanine level which is arranged over approximately half of the floor level. The second floor consists of double height leisure and food and beverage units which will be accessed

from associated second floor mezzanines and from the third floor. The roof level will predominantly be occupied by plant.

Plot 102 is a part of the new extended retail centre although the new department store building sits independently from the other retail units within the extended centre. The department store will be located between West Street (the western wing of the new BXSC extension) and High Street North (the main circulation mall running east to west through the new BXSC extension). The northern elevation of Plot 102, which will be internal to the new BXSC, will front onto Brent Cross Main Square. The Living Bridge northern approach flanks the eastern elevation of the store and towards the north eastern corner of the store at this upper ground level is a glazed entrance to the new centre. The southern elevation of the plot forms part of the upper riverside walkway which will be landscaped with seating provision, and with access to the lower riverside walkway via lift and stairs in this location. These features were approved under the Phase 1A (North) 15/03315/RMA consent.

Plot 102 consists of three main trading levels which are accessed directly from the internal circulation malls at lower ground, upper ground and first floor. The upper floor restaurant and leisure offer will be accessed via lifts from the first floor of the internal shopping centre. The upper level restaurant will also have its own dedicated lift access directly from the Living Bridge. Within the department store there will be lifts, escalators and stairs connecting all levels. The flexible leisure D2 use class area proposed at upper floor level will be accessed by the internal circulation mall of the shopping centre extension at first floor level.

A pedestrian and cycle route (the Upper Riverside Walkway) runs adjacent to the southern facade of Plot 102. There are a number of pedestrian access routes between the bus station and Plot 102: via the staircase proposed along the northern approach of the Living Bridge; stairs to the south west of the plot at the riverside walkway; and direct access from the lower ground of the department store directly onto the bus station pedestrian concourse.

The façade design for the new building will be glazed ceramic panels of a natural off white colour banded vertically around the building with two large recessed glazed areas providing a view through to the shop floor from the Living Bridge and from the Tempelhof Circus area. Other areas of glazing on the façade will front back of house areas and will include fritting. The glazed ceramic panels will be a range of sizes, colours (a range of off white shades) and profiles will be the primary building façade material. An indicative material palette accompanies this application with the final choices of material to be attached as a condition to the RMA if approved. Illumination of the façade has been suggested by the applicant and details of this proposal will come forward under a lighting strategy attached as a condition to any RMA approval for 1BN.

Signage relating to the Brent Cross Shopping Centre and various retail outlet logos is proposed on the east, south and west elevations of the building. An application for advert consent will be submitted separately from this RMA for approval by the LPA.

#### Plot 103 and 104 (Bus Station, Southern MSCP, Retail and Community Facility)

Plot 103 and 104 occupy an area currently comprised of surface car park to the south of the existing River Brent and the existing Brent Cross Bus Station.

Plot 103 comprises: the replacement bus station; community use floorspace; retail uses within the shopping centre at the lower ground floor; retail uses and back of house areas at the upper ground floor; the first level of the car park and a food and beverage offer at first floor; a multi storey car park which is arranged over the second to fifth floor; and a plant deck at roof level. The western extent of the plot is bookmarked by a building comprised of two levels of café/restaurants and two storeys of double height flexible community space above this. A block of public toilets is provided at the lower floor of the community facility.

This area includes the southern length of the circulation mall, the retail units which are located along the southern side of High Street North and the southern portion of 'the Market' (see description for Plot 106). Details of the community facility which is proposed within Plot 103 are outlined in section 5.1.3 of this report.

The bus station is located beneath Plot 103 and 104. There is a sloped route from the bus station pedestrian peninsular to the shopping centre entrance. Two toilets are proposed along the route near the shopping centre entrance. Two seats are located along the length of this slope to provide resting points along the route. The toilets are unisex and suitable for disabled and wheelchair users. Whilst these toilets serve the bus station, they are located outside the land which is being leased by TfL and therefore will be managed by the shopping centre.

A multi-storey car park is proposed as the Southern Car Park which will contain 1450 parking spaces. The 1450 parking spaces within the southern MSCP provide different parking bays for different customer needs and therefore not all the bays are of the same space criteria. 5% of all parking bays are designed as disabled parking bays and an additional 5% are adaptable for conversion to disabled bays at a later date. Electric vehicle charging points will serve 10% of the parking bays with cabling also provided for a further future 10% in line with the London Plan and outline permission requirements.

The existing Brent Cross shopping centre contains a shop mobility unit which provides shop mobility scooters to wheelchair users and those less able to enable easier movement around the shopping centre. To address the increase in size of the shopping centre, a secondary satellite shop mobility unit is proposed under this application to serve the predicted increase in customers. The new unit will be located at the western side of the Southern Car Park at level 1. The route to the new shop mobility unit from the car park, the bus station, and the external streets and spaces is step free and appropriate for wheelchair users. Resting points have been included by way of seating to ensure that no route has a 50m stretch or more without a resting point.

Plot 104 comprises the spiral ramp access to the south multi storey car park as well as some office use associated with the management of the shopping centre. The ramp which provides both entry and exit points to the car park, is accessed off the Eastern Roundabout. The ramp rises 13m above the ceiling height of the bus station at which point it meets the first level of the car park. At this point the upward ramp stops and upper levels of the car park can be accessed using a 'D' shaped ramp at the opposite, western side of the car park. The access ramp of the car park has a clear height of 2.6m for each level of the ramp. Car park clear heights are 2.6m at entry and exit level within the Plot 104 access spiral ramp,

and clear 2.6m along level 1 and 2 of the car park. All other car park levels are a clear height of 2.4m. The car parks will be open 24 hours a day and be managed. They will also be covered by an extensive CCTV network, the details of which are provided under condition 7.1 Estate management framework for phase 1B (North) under application reference 17/1585/CON.

The bus station, retail floors and car park levels are connected by banks of lifts located to the northwest of the bus station and within the shopping centre. There is step free access to all public parts of Plot 104. The retail area of Plot 104 can be accessed from Fenwick Place Threshold Space and also off the internal mall along High Street North. There will be a lift core with three lifts located in a 5m wide lobby area, located off High Street North which will serve all retail levels, the management suite and the car park. The lifts will be sized to accommodate shopmobility scooters.

Fenwick Place threshold space is located at the northern most point of the proposed building at Plot 104. This provides one of the main entrance points into the new shopping centre extension and meets the eastern extent of High Street North.

The design of the southern façade of Plot 103 has been developed to provide interest to what is a very long and significant elevation with prominent views along the A406. The façade design is formed of an arrangement of diamond shaped metallic pieces which will overlap one another to form a shell like cladding across the façade. These metallic pieces will either be solid or perforated and meshed and finished in silver and a red-brown tone. These overlapping diamond shaped panels of approximately 1m in width and 2m in length. Above the parapet level there will be a lightweight stainless steel mesh protection screen. It is intended that the façade will be illuminated and details of this will be conditioned. The car park access ramp on Plot 104 will be comprised of re-constituted, stone faced pre-cast concrete for the lower portion and stainless steel mesh for the upper parts.

The building in which the community facility is situated is clad in reconstituted stone-faced precast concrete. The majority of the facades will be glazed and framed with an anodised aluminium frame.

Advertising consent will be sought separately for all signage and advertising panels to be installed on the building. It is envisaged that the southern façade of Plot 103 will include signage relating to the main tenants of the shopping centre and these will be cantilevered off the face of the building. The spiral car park entrance/exit ramp will be wrapped with advertising panels.

#### Plot 105 (Multi-Storey Car Park)

Plot 105 is located on an existing surface car park at the eastern extent of the Phase 1B (North) to the east of the existing Fenwick department store which will remain in its current location. The topography of the site presents a level rise from the south to the north. The proposal for the plot comprises a six level multi storey car park accommodating 1450 parking spaces which will sit above a lower ground level taxi rank and valet parking area with designated concierge, and a cycle parking storage area.

Due to the level changes of the sites topography which rises northwards, only the southern portion of the site is proposed to incorporate a lower ground level. This level will accommodate a valet parking area shared with a taxi rank. Vehicles will access this area from the southern access road coming off of the Eastern Roundabout. It is intended that signage to the vehicular entrance be placed above the access point, the details of which will be provided by way of a condition attached to the RMA approval.

Access to the Plot 105 eastern car park is proposed at the north eastern end of the plot from the estate road. At the south western corner of the site lies a lift and stair core linking the car park to the main BXSC and at the lower level this access opens out onto the Fenwick Place threshold space. A second lift and stair core is included at the north western corner of the car park which connects into the main BXSC at this location.

Precast concrete will be used for the entrance and exit car park access ramp, as well as the stair and lift cores located at the south western corner of Plot 105 and which front onto Fenwick Place. Fire escapes will be located at the northern most point in each of the access ramps at upper ground, first and second floor which equates to the first, second and third car park levels. The stair core which fronts onto Fenwick Place Threshold Space will include a fritted, glazed vertical strip along the length of the elevation which will be framed with a bronze finished aluminium frame. The lift core will also include a vertical strip along its length which will be a bronze finished aluminium strip.

A series of vertically positioned twisted bronze-finished aluminium fins are the primary cladding material to the car park structure. These will allow natural ventilation of the car park. At a low level there is a similar un-twisted series of fins and these in turn sit over a stone-effect pre-cast concrete plinth element. The base of the building will be formed of reconstituted stone-faced precast concrete panels on which the main façade sits. Each fin is twisted at a different point along the length and as they wrap around the eastern and southern façade an undulating wave emerges across the façade. Materials are indicative at this stage and will be conditioned with any approval given to the 1BN RMA.

The car park will provide 5% of spaces as designated blue badge bays and 5% as adaptable bays which are designed in excess of the standard bay parameters to enable conversion to disabled bays at a later date. The level of provision accords with the approved Car Parking Management Strategy which is currently being revised under planning reference 17/5856/CON. The proposals provide electric vehicle charging infrastructure to serve 10% of the parking bays as per the London Plan and outline permission requirements. Further details on the provision of electric charging points will be submitted under condition 39.7 of the outline permission. The entry level of the valet and taxi rank and level 1 of the car park will be 2.6m which satisfies guidance for HSVC vehicles for wheelchair users. Other levels of the car park are 2.4m.

#### Plot 106 (Retail and Cinema)

Plot 106 is a triangular shaped block which forms the extension of the existing shopping centre building. It extends southwards from the existing centre towards Plot 102. High Street North runs along the eastern length of Plot 106, terminating in Fenwick Place Threshold Space and West Street forms the western retail circulation mall of the plot and terminates at

Layfield Place Threshold Space to the west. Brent Cross Main Square is centred in Plot 106 and is the public space hub where these two principal circulation malls meet.

This building will form a significant part of the shopping centre extension. It will house retail on the lower ground and upper ground floors, restaurants on the first ground floor and a cinema block on the second floor which will extend above the roofline of the shopping centre extension. A green and brown roof is proposed on the roof level of the cinema block. The Police Neighbourhood Unit is proposed at the upper ground floor of Plot 106 and is 90sqm in area.

Two distinct food and beverage character areas will be provided at first floor level. These are referred to as The Market which lies along High Street North; and The Food Village which is located off West Street.

The Food Village is the name given to the area situated along West Street at the first floor. This area is proposed to be planted with areas of seating which reflect the organic configuration of the meandering retail mall. It is intended that the internal elevations of this area are greened with some artificial and some productive plants incorporated to tie in with the food offer provided. Food and beverage kiosks and stalls are proposed and the Food Village will fall within an A3 – A5 use class. The configuration of this area, including the location of kiosks, stalls and seating is to be flexible. The number of kiosks and stalls, given that these fall within the A3 – A5 use class category, will therefore be controlled by the overall retail floorspace level permitted for Phase 1B (North) and therefore the flexibility of the configuration is acceptable since the provision of A3 – A5 floorspace will not exceed the overall allowance for the BXE Development Zone.

The indicative level of A3 – A5 in the Food Village will be 748 sqm GEA to be arranged in any configuration. Seating within the Food Village is proposed as general seating for use by all visitors to the centre and will be situated along West Street and is intended to serve customers visiting the Food Village as well as customers for the shopping centre as a whole. As such, the seating here is not included within the A3 to A5 use class floorspace as it is classified as general seating for visitors.

It should be noted that the southern extent of High Street North falls within Plot 103 which includes the southern length of the circulation mall, the retail units which are located along the southern side of High Street North and the southern portion of the Market. The Market area will be discussed and assessed in full within this section of the report relating to Plot 106 sections of the report. Similar to the concept of the Food Village, The Market is an area which is proposed along the first level of High Street North. The character of The Market is of a more angular and linear formation and will adopt an industrial theme with metallic and timber materials. The food and beverage stalls and kiosks in the Market will be fixed in location and the seating provided to serve this area will also be somewhat fixed. The Market seating primarily serves the kiosks and stalls of the Market area and as such is provided as ancillary seating to the main A3 – A5 use class. The entirety of the Market area will therefore fall under an A3 – A5 use class floorspace which is fixed at 1,684 sqm GEA.

The approach to the façade design for both the internal and external elements of the building was for an external theme to be projected internally to emulate a typical high street



environment. The design of West Street is inspired by the external green areas of the scheme including the Nature Park, Riverside Walkways, Sturgess Park and the Living Bridge. West Street aims to provide an interior park to the centre which links the external areas of green. As such the malls are not linear but winding with curved bridge structures connecting each side of the mall over the curved void areas. The material palette for these internal malls aims to create an external feel to the internal centre and as such includes timber panelling, brickwork and metal cladding. Where the cinema element of the building protrudes above the roof line of the building, it will be clad with aluminium metal panels.

The structures which separate the shop units along the lower and upper ground floors are referred to as the demise piers which will be designed to be narrow and discrete and comprised of buff stone, back-painted glass and stainless steel to again provide an external atmosphere found on a typical high street into the centre. Paving along High Street North and West Street will be of natural stone and aim to blur the transition between internal and external environments.

West Street is located between Plot 107 and 108 and Plot 106. This pedestrian route is internal to the new shopping centre and runs along the eastern extent of Plots 107 and 108 connecting Layfield Threshold Space to the north of the plots with Brent Cross Main Square at the southern extent of the building.

The landscape proposals for West Street at the first floor level will provide a distinctive and green environment within the internal street of the shopping centre. The character of this Park zone will link with the external green areas of the centre and promote an outward looking environment. Having a relaxed and green environment within the new centre will create a unique area which will create interest and provide a further draw to the centre beyond the retail, leisure and food and beverage offer.

It is proposed that there will be an element of greenery along the walls of the Food Village with productive planters being grown which link into the food offer and cultivate a more natural and green environment. West Street will be an organic and flowing circulation mall which meanders along its length rather than a linear street scape. Bridges will cross the mall at various points along the length of West Street resulting in a set of five void spaces with the sixth and largest void space situated at the Brent Cross Main Square area adjacent to Plot 102. The areas around the void areas will be landscaped with planting and relaxing seating such as sun loungers and deck chairs. The planting proposed at the lower ground floor along West Street will be real and allow shoppers to interact with the planting. Due to intensive levels of maintenance and loading restrictions of malls, the planting proposed at upper floors of West Street will be light weight high specification artificial planting. It is also proposed for there to be vertical 'hanging gardens' which will hang through the void areas and falling from some of the bulkheads of the higher level floors.

A green façade is proposed to the internal elevation of John Lewis at the first floor level. This green wall provides a softer elevational treatment which relates to the green wall along the ground level of Layfield Place.

It is proposed that the Food Village also contain a small events area for small scale events. This events space will be a flexible space where the seating configuration can be adjusted

from deckchairs on a lawn to more formal tiered seating. This type of flexibility will provide a changing environment for customers to experience and increase interest and interaction with the space.

At this stage the cinema has not been leased, however Hammerson are in discussions with cinema operators. As such the designs and layouts provided with this RMA are largely indicative, but the proposed height and massing accommodates the requirements of a typical cinema provider. As such no layout is proposed at this stage and only the cinema massing and height is proposed under this RMA. The Neighbourhood Police Unit is located within this plot at upper ground level.

Each of the new Threshold Space entrances provides direct access to and from Plot 106: Fenwick Place provides access onto High Street North; Tempelhof Circus provides access to West Street at the upper ground level; Layfield Place provides access into West Street; and although not defined as a Threshold Space under the 2014 permission, the Living Bridge entrance provides access directly onto High Street North at the upper ground level. Plot 106 is arranged over three levels. Each of the three trading levels (lower ground, upper ground and first floor) have step free access via lifts and escalators along the malls. Seating areas are integrated along High Street North and West Street to provide resting points along routes of 50m which is a requirement as per the Inclusive Access and Wayfinding Strategy approved for BXC under Condition 1.26. The entrance to the cinema is located at the first floor to the eastern side of High Street North and beside the Market area. Although there is a gradient level change at upper ground between Brent Cross Main Square and John Lewis along West Street, the slope is a gentle slope and meets accessibility requirements set out in the Inclusive Access And Wayfinding Strategy approved under condition 1.26 of the outline permission under reference 14/07957/CON.

Details of the proposed plant will come forward under any approval given to the RMA. Details of external lighting and materials will be assessed against a condition attached to the RMA approval. All public areas within Plot 106 will be controlled with CCTV and all areas will be well lit to provide a safe and secure environment.

#### Plot 107 and 108 (Retail)

Plot 107 and 108 occupy existing surface car parks serving the existing Brent Cross Shopping Centre.

Plot 107 and 108 form the western retail block which sits adjacent to the south of the existing John Lewis Store. The proposed hotel at Plot 109 adjoins the plot to the west. The majority of Plot 107 and 108 is internal facing. The northern elevation of the building fronts onto Layfield Place Threshold Space, and the south western elevation fronts the northern extent of the Tempelhof Circus Threshold Space. Elevational design consists of brick work with recessed panels of more intricate brick detailing.

The building is arranged over lower and upper ground which contain retail units; and first and second floor which will be predominantly comprised of restaurants with some retail. A multi storey unit is proposed within the northern extent of the building which falls across all four floors and trades onto the street at all levels. Internal vertical circulation between each level

of the multi storey unit will be via lifts and stairs. Along the Tempelhof Circus threshold is a proposed roof terrace which skirts the outer perimeter of the building and will be glazed. Along the elevation fronting Layfield Place the brickwork includes three sets of double height display windows at ground level which increases the level of activation within the Threshold Space.

The building can be accessed from the Tempelhof and Layfield Place Threshold entrances as well as internally off West Street which links to Brent Cross Main Square. In terms of servicing the building, a service core is located to the west of the building where a set of two lifts links directly to the basement service yard.

The topography of the site slopes so that the north of the site is a higher level than the south of the site and this is reflected in the floor levels; for example the slope of the lower ground floor at Plot 107/108 results in shop front heights of 4.8m around Brent Cross Main Square and 3.9m in the vicinity of the John Lewis Store. For the upper ground floor, shop heights vary from 4.2m in the south to 3.9 around John Lewis and for the first floor shop heights are in the range of 4 to 4.5m. The walkways in this area are sloped at 1:100 to overcome the site level change.

Façade illumination is proposed for the elevations of the building. The building façade is a design which supports the surrounding buildings and acts as a subtle backdrop to the adjacent landscaped areas. Brent Cross signage will be located at the southern façade of the building at the approach from Tempelhof Bridge and Tempelhof Circus area. Signage located along the façade of the building will identify key tenants within the centre.

#### Plot 109 (Hotel)

Plot 109 sits at the western edge of the Phase 1B (North) development site on an area currently occupied by surface car parking.

Plot 109 will provide a hotel. The s.73 Permission allows two hotels within Phase 1B (North), one to the west and one to the east of the site. The developers are now only proposing one hotel at the western end of the site.

The building is proposed as a delta shape with the northern and southern most elevations adjoining the proposed BXSC extension at Plot 107/108. At this northern point lies Layfield Place Threshold Space and an entrance into the shopping centre extension. The western elevations of the building front the western roundabout which links to Tempelhof Avenue. The eastern elevation faces the proposed new retail extension and the space between these two elevations forms a courtyard through which a new access road runs which serves the hotel in terms of customers, coaches and servicing and delivery vehicles. This new access road passes through arches in the hotel building. The new access road links with Tempelhof Avenue to the south and the existing perimeter road to the north. The hotel is accessed from the internal courtyard.

To the south of the proposed hotel lies Plot 101 and the proposed energy centre and bicycle/café hub, and to the north lies the western car park (Plot 110/111). Existing residential houses are located approximately 50m to the west.

The hotel has been designed to accommodate up to 200 bed rooms over 5 floors of which 10% must be provided as wheelchair accessible rooms in line with current London Plan 2016 policy. Ground floor will be occupied by an entrance lobby, restaurant, café/bar, kitchen and other back of house units and a loading bay for vehicles servicing the hotel. The first floor offers a series of meeting rooms and conference facilities as well as back of house rooms. Plant is proposed on the roof level which will be screened with a continuous louvre.

Hotel customers will use the multi storey car parks within the shopping centre. It is envisaged that the western car park at Plot 105 will most likely be the car park that guest will utilise.

Currently the hotel does not have a tenant and so the internal layouts have not been designed in detail for a specific operator. The floorplans and layouts submitted are indicative at this stage and subject to change once a hotel operator can contribute towards the design development. As such the LPA have attached a condition to the RMA approval which requires details of all floorplans to be submitted for approval prior to the construction of the plot. The elements of Plot 109 which are being assessed under this application are the façade designs and of particular importance is the elevational treatment at ground floor along the external pedestrian walkway.

The hotel façade is proposed as light beige grey textured brick, with glazing details. The ground floor western elevation will be predominantly glazed. Location for Signage on the hotel building has been proposed along three sections of the western elevation as well as two large feature logo structures within the landscaped areas of the pedestrian walkway. The details of all signage will be subject to a separate advertising consent application. The external ground floor areas and pedestrian walkways will be greened and landscaped as well as the western elevation of the main shopping centre which will have planting and feature lighting along the façade.

#### Plot 110 / 111 (Western Car Park and John Lewis Store)

The proposed use for Plot 110 and 111 is a multi-storey car park of 1450 spaces arranged over seven levels and an open roof level. Although the existing shopping centre does not fall within the 1BN RMA application site, Plot 110/111 incorporates part of the existing shopping centre, specifically the area in which the existing John Lewis Partnership (JLP) store is located. John Lewis is one of the retail anchor tenants of the existing and proposed scheme and will remain in its current location. The existing JLP store is located to the most western point of the existing Brent Cross Shopping Centre. Under the s.73 Permission, it was envisaged that the JLP store would be relocated within the new shopping centre extension and that the existing store would then be subdivided into small retail units, however the s.73 Permission does not specifically require this to be done. It is now proposed that the JLP store will remain in its current location in the existing centre and will trade over lower and upper ground, first and second floor, with the existing third floor utilised for plant (as existing). The southern portion of the existing JLP store will be demolished in order for the centre extension to be constructed. Since the proposed demolition requires planning permission, the area of JLP store to be demolished falls within the proposals of Plot 110/111 and the wider 1BN RMA.

Internal refurbishment of the JLP store does not require planning permission. The southern portion of the JLP store which will be demolished under the 1BN scheme will be rebuilt within the centre extension as mall circulation space as well as new retail units. The new southern façade of the JLP store therefore forms a part of this application. It has been agreed with the applicant that the proposed façade details be submitted to the LPA under a condition attached to the RMA to seek approval for JLP façade treatment on first opening of the centre, after which point the store will have the flexibility to adjust the façade without the requirement for planning permission. This arrangement is outlined in the drawing notes Q1 which accompany the RMA submission.

The proposed car park will be located adjacent to the west of the existing John Lewis Store. The exit and entrance access to the car park is via a spiral ramp located to the northern side of the car park and off the perimeter road which runs along the northern and western extents of the Phase 1B North scheme. To the west of the car park and separated from the car park by the perimeter road is a proposed residential development of 52 units on Plot 113 which also forms part of the Phase 1B North RMA.

The car park will accommodate dedicated John Lewis Store click and collect parking bays as well as disabled parking bays for blue badge holders, trolley bays and bays to accommodate larger family sized vehicles. Within the central area of the eastern entrance spiral ramp is located cycle parking which due to its location is expected to be used mainly by shopping centre employees. In close proximity within the central area of the western egress spiral access ramp cycle changing facilities will be located. Along the external pedestrian walkway which runs along the western elevation of the car park to Layfield Place Threshold Space to the south, there will be cycle parking provision. This walkway is designed with colonnades and the second car park level located on the first floor will overhang the walkway to provide cover. A taxi rank is provided adjacent to this car park which will accommodate 11 taxis with a further kiss and ride provision of four bays.

The car park is accessed by three lanes and egressed by three lanes on the northern side of the plot via the perimeter road. Internal vehicular access to all the car park levels is via the spiral ramp which provides entry and exit on each level. For customers, access between the car park and the shopping centre will be from public lift cores located on each level at the south eastern corner of the car park.

The western elevation is comprised of a series of projecting louvered boxes which line the façade comprised mainly of steel and aluminium. The façade design wraps around the building at the southern point so that the corner of the western and southern elevation adopts the same projecting louvered box design. The remainder of the southern elevation which fronts Layfield Place Threshold Space will be clad in re-constituted stone faced pre-cast concrete panels with a number of these panels infilled with metal or glass. The two car park access spiral ramps span the northern elevation of the plot and are proposed to be constructed from precast concrete and covered in climbing plants. Planting is also proposed around the northern elevation in the landscaped spaces between the car park and the perimeter road. The eastern elevation partially adjoins the JLP store at its southern most point.

The main service and delivery access for the shopping centre will be from the service yard which is located directly beneath the main square and the southern department store at Plot 102 and in line with parameter plan 009 of the RDSF. A small section of the proposed service yard falls underneath the existing shopping centre building, specifically underneath the John Lewis Store located at Plot 111. While this small section is not indicated on parameter plan 009, it is considered acceptable. As such an application to vary the supporting text to parameter plan 009 has been submitted under condition 2.4 (reference 17/3984/CON) to incorporate this minor amendment.

Signage along the eastern elevation of Plot 110/111 will include shop signs as well as the Brent Cross logo and it is expected that the John Lewis store sign will be mounted in this location. Further details of signage will be submitted to the council for approval under a separate advertising application. It is proposed that details of any external lighting are to be submitted under a condition attached to the RMA approval. Similarly, details of any plant equipment proposed will be submitted under a condition attached to the RMA approval.

#### Plot 112 (Existing Centre Refurbishment)

Plot 112 refers to the existing Brent Cross Shopping Centre which is being retained in situ and undergoing refurbishment. Whilst the internal refurbishment works are described within the Design Development Report of the 1BN RMA, and are shown illustratively within the drawings submitted for the RMA, they are not subject to consideration under this application. The refurbishment works are internal works which are not subject to the controls under the s.73 Permission or the original Brent Cross planning permission from the 1970s, and therefore can be carried out without the requirement for planning permission.

The construction of the proposed extension to the shopping centre will require demolition of part of the existing centre. The new floorspace to be constructed post demolition requires planning consent and has been approved under planning permission 17/2528/NMA. These areas within the existing centre which will be demolished and rebuilt to accommodate the proposed extension result in new build and therefore form a part of the Phase 1B (North) RMA. These areas include the new southern façade of John Lewis and this aspect of the proposed shopping centre is being assessed as part of the RMA.

The areas of the existing shopping centre which will undergo works due to demolition and in order to accommodate the proposed extension of the centre include a new route to the existing Mall 3 to the east of the centre. This new connection will lie between Plot 106 and the existing Fenwick store. A new connection is also proposed where the existing John Lewis Store meets the new proposed West Street. Another element of refurbishment which requires permission is the proposed external over-cladding to the Fenwick façade as this proposed element would fall outside the boundary of the existing shopping centre. The over-cladding proposal to the Fenwick façade presents an external alteration to the building which therefore requires planning permission. The Fenwick façade proposals are outlined later in this section of the report.

Improvements are proposed to the existing shopping centre to update the internal environment in line with the proposed new extension to the shopping centre and ensure continuity of quality in appearance within the whole of the centre. Improvements are largely

internal though do include improvements to glazed roofs within the shopping centre which do not require planning consent since they fall within the remit of the existing centre and there is no obligation controlling works to these areas.

#### Plot 113 (Residential Development)

Plot 113 occupies an area of external surface car parking to the west of the existing shopping centre.

52 market sale residential units arranged over four adjacent blocks are proposed at Plot 113 and 10% of the units are required to be constructed as wheelchair accessible or adaptable which when rounded up equates to six units. All units will be built to the Lifetime Homes standards. Based on the site area for Plot 113 of 0.69 hectares and the proposal for 52 units, the proposed density is 75 dwellings per hectare. The unit mix proposed for Plot 113 is as follows:

- 19 one bed apartments (equates to 36% of units at Plot 113)
- 25 two bed apartments (48%)
- 8 three bed apartments (15%)

The existing Sturgess Park which is proposed to be improved under the 1BN RMA is located to the north of Plot 113. Located directly to the north, west and south of Plot 113 are existing two storey and single storey houses which lie outside of the Brent Cross regeneration area boundary. The western multi storey car park proposed at Plot 110/111 is located to the east of Plot 113.

A pedestrian route is proposed to link the plot directly to Sturgess Park and a southern shared pedestrian vehicular route links the plot to the main shopping centre extension. A new access road is proposed through the plot with associated car parking to serve the residential units.

Four adjoining residential blocks are proposed which form a terrace. The blocks have the same façade design and approach to the internal layout. Since the existing ground levels rise from the south to the north of the plot, each building from the south to the north of the plot includes a step up to compensate for the level rise. The western façade forms the 'front' of the development along which the entrances to the residential blocks are situated. Each block will include a vertical staircase and lift core serving all floors. The core will be recessed along the western frontage of the buildings. The materiality of the vertical core will be metallic and contrast to the light brick for the main façade. On the eastern elevation, the frontage to the perimeter will be characterised by a low wall and railings.

Clear curtain wall glazing and standing seam pattern zinc cladding are proposed as indicative materials to the entrance and lift towers. The main façade material of the building is buff brickwork. Window treatments are envisaged to have dark bronze-finished aluminium framing with this materiality applied to a number of feature windows and balconies as well.

In terms of building massing, the western façade steps up in layers along the site from south to north and this softens the overall mass of the residential building itself. The fourth storey of the building has been set back.

It is proposed to retain the green bund mound which runs along the western extent of the site. It is proposed to remove some of the trees along this bund and to provide new planting around the site edging. No play space is proposed on site, however Sturgess Park is less than 100m from the plot and is being improved as part of the Phase 1B North. Balconies and roof level terraces are proposed. The ground floor units along the western façade will include terraces providing outdoor amenity space for the unit.

The planting strategy for the plot seeks to retain and reinforce the natural and informal character of the site. Trees lost along the southern boundary will be replaced with further native tree planting and a new native hedge is proposed along the western and southern boundaries. Ornamental trees will be placed adjacent to each residential entrance and a woodland wildflower and bulb mix will be used to areas of open ground beneath existing trees and beneath new hedge planting. Introduction of these flowers will bind the soil where tree removal has occurred. Green roofs are proposed on part of the roof to enhance biodiversity within the development.

It is proposed that 6 of the 52 dwellings will be constructed as wheelchair accessible or adaptable units as per the requirement of the London Plan (2016). The mix of these 6 units will be comprised of a large 1 x 3 bed unit at third floor level with a terrace/balcony area; 4 x 2 bed units with a balcony and located on each floor; and 1 x 1 bed unit at the third floor with a balcony. Each of the wheelchair accessible/adaptable units are located adjacent to the lift core in each block. Each of the units will have an associated wheelchair compliant or adaptable car parking space. The design of wheelchair accessible and adaptable units is based on the Wheelchair Housing Design Guide.

The proposed residential units have been designed to meet the requirements of the Lifetime Homes Standards.

40 car parking spaces will be provided; 4 of which are wheelchair compliance and 2 which meet the disabled parking space standards can be adapted to disabled spaces. A new access road designed with turning heads at either end.

Cycle parking will be allocated in secure internal and external locations. Each of the four blocks has a cycle store room with five Sheffield stands that have a capacity of 10 bicycles. Sheffield stands are also located at the entrances to blocks and this totals 16. The overall provision is 72 cycle parking spaces: 52 serve the residential units and 20 are for visitors.

Residents will dispose of their rubbish in a dedicated refuse store within each block at ground floor level. Management staff will oversee this refuse moved to the two external refuse stores provided to the northern and southern extents of the site, from which the refuse will be collected by refuse collection vehicles.

Emergency vehicles will access the site from the south western end of the site via a shared-surface roadway which links Layfield Road to the BXN perimeter road. The new roadway will



be independent of all delivery and servicing associated with the residential blocks and is not part of the on-site traffic circulation layout thus allowing this link to be safeguarded for emergency vehicles only.

The outline permission, under paragraph 2.24 of the RDSF, recognises that the development will deliver a baseline of 15% of residential floorspace as affordable housing across the development, subject to the operation of a Review Mechanism set out in the Section 106. The Section 106 requires submission of details against condition 1.12 and 1.13 relating to affordable housing provision. Conditions 1.12 and 1.13 were approved with planning reference 17/2425/CON and conclude that Phase 1B (North) is not required to provide any additional affordable housing above the affordable housing provided within Phase 1A (North) which comprised the Whitefield Estate Replacement Units (Part 1).

### **5.1.1 Brent Cross Main Square**

Brent Cross Main Square is situated at the meeting point of the Living Bridge and High Street North at the centre of the Brent Cross East Development Zone. The proposed square is accommodated within the new shopping centre area and arranged over lower ground, upper ground and first floor levels.

At lower ground floor level, the square is a large open space of 1,297sqm flanked with restaurants and retail units, which will be utilised as a meeting space as well as a more formal event space for art installations, café pavilions, public facilities, planting and seating. At the upper ground and first floor levels a void is provided over the main space on the lower level and viewing gallery areas are provided on the surrounding galleries from which to view the events below at lower ground. It is proposed that the food and beverage offer of the Food Village on the first floor will link into the Main Square where smaller events will be held. A domed roof is proposed over the square at roof level.

The backdrop to the southern side of the Main Square is the northern elevation of Plot 102 (the new M&S store). The other edges of the Main Square are flanked by retail and food and beverage units.

High Street North and West Street radiate out from the central Brent Cross Main Square. The northern side of the square connects to the route leading to Layfield Place Threshold entrance; the west point of connection to the Square connects directly to the Tempelhof Circus Threshold entrance; the eastern connection links to High Street North and the southern route connects to the northern approach of the Living Bridge which provides a key link between Main Square and the proposed replacement bus station. A 24 hour pedestrian route runs through Brent Cross Main Square at the lower ground floor, connecting to the Living Bridge, the 24 hour bus station, the riverside walkway and Tempelhof Circus Threshold Space. The lower ground, upper ground and first floor of the Brent Cross Main Square are connected by lifts and escalators which sit along the circulation malls around the Square.

Design of the retail frontages surrounding the square is not specified within this application and will be the responsibility of individual tenants. The communal structure around the retail

frontages which will be managed by the landlord will utilise materials typically used for external building frontages to emulate a characteristic shopping street. As such, the materials proposed for the façade of the Main square include brick piers with stone panels. At the upper levels surrounding the space will be glass balustrades with stainless steel posts. The paving materials at lower ground level will be buff natural stone which are typically used for external paving.

### **5.1.2 Plot Development Roof Covering**

A series of roof coverings are proposed between the various plot development buildings. These are different in form and the variation will help to create a changing environment and character within different areas of the shopping centre.

Above the Brent Cross Market Square area will be a domed roof supported by pillars which extend from roof level to the lower ground level of the centre, providing a visual connection across the levels of the Square. The prominence of the square is such that this dome will reflect the shape of the area.

A small grid of flat glazing is proposed above the Living Bridge approach north entrance way into the centre. This section of roof will be fixed between Plot 102 and the Community Facility building at Plot 103. Further details of this roof covering and the connections with adjacent buildings will be provided under a condition attached to the RMA approval.

A roof is proposed along West Street and will mirror the winding configuration of the malls along West Street at each level. Fins of differing depths will be fixed to the roof at a perpendicular angle to the glazing to create give the impression of an undulating structure from within the centre.

The roof proposed above the Market area which lies along the centre of High Street North, will be industrial in character and supported internally with exposed metallic beams. A series of triangular shaped glazing will line this area. Views from the Market level at first floor, out through the roof will not be significantly impacted by the cinema box above. Although some of the cinema box will be visible, it will not obstruct the level of light entering the centre in this location as it lies to the north of the Market at therefore does not interrupt the southern pathway of the sun.

Along High Street North and either side of the Market area roof, sections of the concrete slabs will be punched out for glazing. The form of the roof in these areas will be rigid and linear and more functional but will support the Market roof in terms of character and enhance the industrial theme of the mall.

The areas at which the new constructed mall meet the existing centre malls will also include roof glazing. The form of this glazing will be similar to that of the roof beside the Market along High Street North and will be simple and functional. The roof glazing along West Street where the mall winds around the south eastern corner of the reconstructed southern end of the John Lewis Store will mirror this bend. The roof in these locations falls outside of

the Phase 1B (North) RMA planning boundary and is within the existing centre remit and so does not require planning permission.

Two further roof structures do not require planning permission as they sit within the boundary of the existing centre. The two existing domed roofs at the centre will be replaced with larger glazed roofs of a more modern style in keeping with the proposed centre, and which will allow a greater level of light into the internal areas in these locations.

All the Threshold Spaces, and the entrance way along the northern approach of the Living Bridge, will include vertical glazing sitting above a series of entrance doorways into the centre. This vertical glazing and its associated structure should not obstruct views into or out of the centre. The details of how this glazing is to be fixed to the adjoining buildings will be provided by way of condition to the RMA approval.

### **5.1.1 Threshold Spaces**

The Threshold Spaces proposed at the BXSC extension provide open areas of public realm at the entrances to the shopping centre. Under the s.73 Permission it was envisaged that the shopping centre would be designed as an outward looking, open air shopping precinct and that Threshold Spaces would comprise active frontages, passive surveillance, seating and planting to create “gateways” to the 1BN town centre.

#### **Layfield Place**

The Layfield Place Threshold Space provides access into and from the western side of Brent Cross Shopping Centre and links to adjacent residential areas of Brent Park Road, the proposed residential development at Plot 113 and the forthcoming residential development at Plot 114 which forms a part of Phase 2 North. Layfield Place extends southwards to connect with the proposed hotel at Plot 109. The pedestrian walkway running along the western side of the shopping centre will link Layfield Place to the John Lewis Store and the western taxi rank to the north and over a pedestrian crossing point will link with the Brent River Park to the south. The pedestrian crossing point is designed as a raised zebra crossing with dropped kerbs and necessary tactile paving.

Layfield Place is level and provides clearly defined step-free access into the shopping centre. Level access continues over the pedestrian crossing into the riverside park and also to residential development on Plot 113. The minimum footway widths will be 4.5m which exceeds footway requirements set out in the Inclusive Access and Wayfinding Strategy approved under Condition 1.26 (with reference 14/07957/CON).

Tree planting and seasonal shrub planting is proposed within the space and planting beds will incorporate seating along the edges. A green wall with productive green plants will provide visual interest and act as a natural canvass along the southern façade of the western car park at the pedestrian level, and will reflect the link to the Nature Park and riverside walkway to the west. Seating and structures of incidental play are also proposed. Seating proposals include swing seats, timber deck chairs and informal seating around the raised planter beds.

Cycle parking is proposed adjacent to the space and will integrate provision for standard and non-standard cycles. A series of bollards will line the boundary of the space where it meets with the highway.

The indicative material palette for Layfield Place includes paving of a high quality finish in natural stone and granite slabs. It is envisaged that Layfield Place will have low levels of illumination and that feature street furniture in the space will have accent lighting. The details of the lighting strategy for the space will be secured via a condition on the RMA approval.

### Fenwick Place

Fenwick Place Threshold Space provides an area of public realm at the eastern entrance of the shopping centre which allows access to the northern extent of High Street North. The Threshold Space is situated just off of the pedestrian and cycle route which runs along the eastern extent of the Phase 1B (North) site and is in close proximity to cycle parking, valet parking and a taxi rank. The northern side of the space is flanked by the multi storey Fenwick retail unit. Fenwick is an anchor tenant within the existing centre and will remain so under the Phase 1B (North) scheme. The eastern retail unit of Plot 104 provides the elevation to the southwestern corner of the space. This elevation will be designed with vertical definition to reflect the façade design of other buildings within the scheme. The materiality, although indicative at this stage will likely be a white colour which will make the façade more conducive to creative lighting design. The proposed area of Fenwick Place is 0.05 hectares. All footways within the space are a minimum of 4m.

The space will be comprised of raised planting beds with feature lighting and provision of a variety of seating including timber deck chairs and large pebble seating. Café style seating and tables are also proposed for this space. Tree planting is proposed within the space as well. The planting palette for Fenwick Place will include grasses and herbaceous plants which have a riparian theme as well as evergreen shrubs. A simple planting colour palette is proposed. The indicative material palette for Fenwick Place reflects that of the other Threshold Spaces and will utilise the same high quality finish paving in natural stone. An area of incidental play is located to the southern side of the space which will provide small play mounds and slides. Seating will be placed around and nearby this area.

It is envisaged that Fenwick Place will have low levels of illumination and that feature street furniture in the space will have accent lighting. The details of the lighting strategy for the space will be provided as a condition to the RMA approval. Totem signs with information for visitors are proposed in the space, the details of these will be included in the wayfinding and signage information which is to come forward by way of condition attached to the RMA approval.

There will be cycle parking provision in and around the space and a car drop off lay by along the eastern edge of the space. The pedestrian route which along the eastern boundary of the Threshold Space will be graded. Bollards will line the boundary of the space.

The northern elevation of the Threshold Space will be framed by the Fenwick building. The application proposes to overclad the external corner of Fenwick. The existing Fenwick unit

cladding is concrete and this will remain. The new cladding will sit approximately 3.8m from the existing cladding to create a void space between the two. Within this void at first floor level is proposed a glazed walkway which will overlook the Fenwick Place Threshold Space. The walkway will provide a sense of depth to the building and a covered and glazed access route from the Eastern car park at level 1 into the shopping centre with views out to the wider scheme. The outer cladding will be formed of a vertically orientated fritting applied to glass extending all the way around the façade. Details of signage and illumination of the façade will be assessed at a later stage under a separate advertising application and by way of condition attached to the RMA approval, respectively.

### Tempelhof Circus

Tempelhof Circus Threshold Space is located to the south west of the scheme and between proposed Plot 102 and Plot 107/108. It is situated just off Tempelhof Avenue which leads to Tempelhof Bridge. The area measures 0.3 hectares. In comparison to the other Threshold Spaces, Tempelhof Circus does not provide a significant outdoor area of public realm. Due to the size and location of the area adjacent to a busy road, the space is more transitory in nature with some limited seating provided.

Access into the centre from Tempelhof Circus is via direct stepped access, or via a graded ramp which runs along the western façade of Plot 102. Access into the centre is at upper ground level where a lift and staircase are located to take customers directly to Brent Cross Main Square. The space will be landscaped with planting beside the staircase.

### Living Bridge Approach North

One of the key entrances to the Brent Cross Shopping Centre is proposed at the northern approach of the Living Bridge. The Living Bridge provides a key area of public realm and public space and links the northern and southern developments across the A406. Cycle parking is proposed within this area alongside a direct staircase connection to the bus station, lift access to the leisure and restaurant uses proposed at Plot 102, the entrance to the community facility and the southern entrance to the shopping centre. Landscaping is proposed for this area which will link into the greenery of the Living Bridge.

## **5.1.2 High Street North**

High Street North forms the main pedestrian route within the new shopping centre extension and is comprised of three levels: lower and upper ground floor and first floor. Since the second floor is a void space over the street, the first floor level is essentially of double height.

It will connect to the pedestrian walkways within the existing centre to create a route around the completed BXSC. High Street North provides access to and from the shopping centre from Fenwick Place to the east and Brent Cross Main Square and the Living Bridge to the west, and will link into the existing centre at its most northern point. The southern stretch of High Street North terminates at Brent Cross Main Square. All three levels of High Street North are linked by step free access of lifts and escalators. The lower ground level of High Street North is a 24 hour route.

This key pedestrian link is lined with retail and food and beverage units including The Market. The high street is designed as an external street with an industrial themed Market area in the centre. The material palette of brick facades and stone paving is proposed which expresses an external environment found within a high street setting. The materials and details of the market area will include timber, metal, glass and polished concrete. Bridge links are proposed at intervals along the two streets running alongside the retail units.

The roof covering design over the main length of the High Street North has been developed as a series of pitched roofs punched into a solid concrete roof. The roof structure over the Market area is a slightly different configuration and has been designed to replicate traditional market and train station roof structures.

### **5.1.3 Community Facilities**

The 2014 s.73 permission defines the Brent Cross East Community Facility as being a 500sqm gross external floorspace area of multi-use flexible community floorspace to be provided as part of Phase 1B (North) and to be used for the purpose of multi-functional space, meeting rooms, play space, recreation, cooking and dining areas and arts and cultural activities available for use by residents of the development. The community facility is proposed to be provided over the top two levels of the western building of Plot 103, located adjacent to the bus station. The unit will be glazed and south facing.

The main entrance to the community facility is accessed directly from the Living Bridge northern approach and in close proximity to the Living Bridge stair case which connects into the 24 hour replacement bus station. The main entrance to the community facility is shared with a fire escape. There is a level change from the entrance to the community entrance lift lobby and steps and a platform lift for wheelchair users is provided. The lifts within the lobby provide direct access from the upper ground floor to the community facility at second floor. In terms of servicing and delivery access, the community building will utilise the southern MSCP. It is proposed this use will require only a small van for its servicing and delivery needs. And the link between the MSCP and the community facility is step free.

The proposed Community Facility will be managed and occupied by the Council at nil cost as per the Section 106 Agreement. The configuration and location of the facility has been agreed with the Council. The community facility will be serviced by small vehicles from the car park. The plot is situated to the south of the Phase 1B (North) site area and sits above the proposed replacement bus station. The community facility is accessed from the Living Bridge at which there is a route to a lift lobby which takes customers to the community facility levels which lie on the second and third floor equivalent of the shopping centre.

The building in which the facility is situated, along with a two storey café unit, acts as a bookend to the western extent of the elongated southern MSCP and replacement bus station below. The building in which the community facility is situated is to be a reconstituted stone-faced precast concrete building. The majority of the facades will be glazed and framed with an anodised aluminium frame.

#### **5.1.4 Neighbourhood Police Unit**

The Neighbourhood Police Unit is an item of Critical Infrastructure for Phase 1B (North) which falls within Plot 106 of the Phase 1B (North) scheme. The Section 106 of the outline permission requires two police units to be provided; one in the northern development, and one in the southern development, and at the discretion of the Metropolitan Police. The Metropolitan Police have confirmed that they require a unit within the northern development and as such a unit of 90sqm is being provided on the upper ground level within the main retail block proposed at Plot 106 for this purpose.

#### **5.1.1 Eastern and Western Brent Riverside Park and River Brent Nature Park (NP4)**

The Existing River Brent sits within a culverted channel running alongside the existing Prince Charles Drive in a straight line through the Brent Cross Estate. As part of the wider Brent Cross Cricklewood Regeneration proposals (BXC) the River Brent will be diverted from its current channelled/canalised course to create a more naturalised meandering river course. The diverted river will run east to west alongside the realigned Prince Charles Drive thereby maximising the developable space to accommodate the extended Brent Cross Shopping Centre before meandering back to its current course towards the west of the site from where it will run onwards to the Welsh Harp reservoir.

Its diversion would lead the new channel to the south in the eastern section (Reach 1) alongside the A406 slip road and A406 through an area of existing car parking on the Estate off Etheridge Road. The Central section (Reach 2) would continue this course alongside the A406 to the southern area of existing Car parking (identifiable by the frequent Circus/Fair/Beach installations) and under Tempelhof Bridge before sweeping northwards towards the shopping centre's western roundabout. The River would join a similar course to that of the existing culverted channel to the west (Reach 3).

The proposed diversion and development works afford an opportunity to create a new riverside park (the Brent Riverside Park) along the course of the diverted river in order to enhance public open space provision improve the ecological value of the area and provide a new accessible pedestrian and cycling route. The riverside park will provide an attractive park environment as an integral element of the wider BXC works whilst providing enhanced public amenity space and informal leisure activities in an area where there is currently little opportunity for public access. A new east-west cycle and pedestrian route will be created linking existing and proposed residential areas as well as providing an enhanced amenity space for visitors to the extended Brent Cross Shopping Centre.

The Riverside Park, once completed will also connect into the proposed sequence of open spaces lining different green spaces throughout Brent Cross, primarily by way of access to/from the Living Bridge which connects south via Market Square to Clitterhouse Playing Fields and Claremont Park.

The naturalisation of the riverside park from its existing culverted channel provides the opportunity to enhance local habitat and ecology improving biodiversity in the area. The

works to the River Brent are also designed to contribute to water quality within the River Brent corridor including downstream at the Welsh Harp Site of Special Scientific Interest.

A number of aspects of the diverted River Brent have already been considered and approved under reserved matters for Phase 1A (North) of the Brent Cross regeneration Scheme. These include: The physical diversion of the Brent River Corridor; and the various road and pedestrian bridges which cross the riverside park. Phase 1A (North) also approved the landscaping details for Reach 2 (the Central stretch) of the riverside park.

This RMA application for Phase 1B (North) includes landscaping details for Reaches 1 (Eastern) and 3 (Western) Riverside Park. These details include the provision of Nature Park 4 on the southern bank of the Riverside Park in Reach 3.

### Reach 1 (East)

The eastern reach, Reach 1, extends west from A41 Hendon Way. At its eastern end alongside the A41/A406 junction The Riverside Park would commence following the existing route of the River Brent. This area currently includes a wide fenced area of grass with a number of trees and a pedestrian route cutting across it. Further west the Riverside Park would turn south from its existing route to run along the southeast carpark adjacent to the North Circular Slip Road.

The proposed landscaping would incorporate a planted area to the north of the pedestrian route including three clumps of trees of Willow, Alder and Poplar within a woodland flower and grass planting mix. Seating would be provided with benches at the edge of this area overlooking the river. The view towards the river from this seating area would be framed by two groves of Silver Birch.

The mean river channel (where water will run except in times of increased flow or flood) would be edged with coir rolls including Aquatic planting including Sedges, Rushes, Ryegrass and flowering Aquatics. Further Marginal and Aquatic planting will surround the mean channel and the lower banks of the river. The southern bank of the river will not be accessible and is proposed to be planted with shrubs including Dogwood, Guelder Rose and Holly interspaced with grasses and wildflowers. The vertical wall to the A406 slip road forming the southern boundary would be planted with climbers to achieve a green wall.

The Pedestrian and cycle route on the northern side will be asphalt with grass verges and patches of wildflowers. The pedestrian and cycle route in the Reach 1 will link through to the existing pedestrian and cycle network below the A41/A406 flyover.

To the north accessed from the A406 slip road a vehicular ramp will allow Environment Agency access to the Lower riverside walkway. A further slip way allows access to the river bed.

At the western end of reach 1 the river and pathway pass under bridges belonging to the eastern Brent Cross Roundabout. The central area within this roundabout is landscaped with a grove of Poplar, Silver Birch Alder, and Weeping Willows surrounding an area of wetland meadow planting. Continuing westwards from here the riverside park would join the central



section, Reach 2, the landscaping for which was approved under reserved matters for Phase 1A (North).

### Reach 3 (West)

Reach 3 is located to the west of the proposed Western Roundabout within the Brent Cross estate. It runs to the south of residential properties along Brent Park Road. This area is currently overgrown with a thick swathe of vegetation which rises in height with a corresponding rise in levels towards the rear of properties along Brent Park Road. This vegetation is unkempt and unmanaged but does provide a significant screening effect to views and possible noise impacts from the M1 Slip Road and A406 to the south of these properties.

To its south Reach 3 is bounded by the existing Brent Cross Western car park and the M1 slip road. The majority of the Western Car Park is identified as Plot 114 under the s.73 Permission and is identified for future residential development for circa 569 residential units within Phase 2 (North) of the s.73 Permission. The western end of this existing car parking area would however be incorporated into Nature Park 4 (NP4).

At the western end of the Brent River Corridor the New Pedestrian and cycle route would turn northward alongside the wall of the M1 Slip road to join Brent Park Road. From this point the River Brent itself runs on under the M1 and A5 to join the Welsh Harp Reservoir.

Reach 3 is the largest of the Riverside Park sections extending to 1.64 hectares with the inclusion of Nature Park 4. This reach is the only part of the river walkway which includes pedestrian access to the southern bank and two pedestrian bridges in this area facilitate such movements from the northern to the southern banks. As discussed above the detail of these bridges have already been approved under reserved matters for phase 1A (North). The mean channel in this area will be the widest with most water being seen to be flowing in this reach as it begins to meet the Welsh Harp.

To the eastern end of Reach 3 pedestrian and controlled vehicular access for the environment agency would be provided from the Brent Cross Estate road in proximity to Layfield Place. This route will also provide wheelchair users with access to the Riverside Park. Alongside this access route is a triangular area of tree planting and informal play providing an alternate pedestrian route and including a stepped seating area overlooking the river.

The northern edge of the riverside walkway is bounded by a hedge which will be of 1m in height at the time of planting incorporating native species including Hornbeam, Hazel, Hawthorne, Holly, Privet, and guilder Rose. The hedge will be of circa 1m in depth and will sit against the 2.4m high fence to the rear of Brent Park Road gardens. A strip of planting undulating between 3m and 10m in width will run along this northern edge with a base of wild flowers and grasses and a run of closely planted semi mature Oaks, Poplar and occasional Weeping Willow trees of circa 8m in height.

The eastern Pedestrian bridge within Reach 3 will lead to an upper pedestrian walkway which will upon completion of the residential development of plot 114 lead to this site. The

retaining wall supporting this pedestrian route will be planted with climbers, a stepped seating area facing north will provide access to the lower pathway on this southern bank, this route can also be followed westwards to Nature Park 4 where the upper and lower pathways join or to the east where a flight of steps provides access to the pavement alongside the vehicular access to future residential plot 114 from the western roundabout.

Nature Park 4 (NP4) is an area of 0.27 Ha within Reach 3 including Wildflower and Tree planting and ecological improvements as well as seating and informal relaxation/play.

Alongside the southern edge bordering the M1 Slip Road and A406 a run of existing Sycamore trees is identified for retention providing an extent of screening to the roadway.

Planting alongside the retained trees and the southern boundary includes a number of Poplar (x6), Oak (x5), Alder (x3) and Field Maple (x6) within an grassed area including wildflower planting. To the north east fifteen crab apple trees will be transplanted including a variety of subspecies to provide varying colouration during Spring Summer and Autumn periods.

A pathway with occasional benches will run between the Crab Apples and the wildflower and tree planting adjacent to the M1 slip/A406.

Further north east overlooking the river a gravelled triangular area will be edged by fourteen London Plane trees interspaced with seating including two circular Timber benches and a larger featured 'stage' bench encircling the three corner trees.

An area of Tree and shrub planting will be situated to the north west including a run of planting within the reinforced southern bank of the Riverside Park.

The Westernmost pedestrian bridge would land into the nature park providing direct access for local residents and for other passing users of this new pedestrian and cycling route.

### **5.1.2 Sturges Park Improvements**

Sturges Park is a small local park. The park interior is grassed with occasional trees but is bordered by mature vegetation and thick trees on all sides. It is located to the west of the existing Brent Cross Shopping Centre Multi-storey car park and to the north of John Lewis and the adjacent John Lewis parking area.

To the west the park shares a boundary with the rear fences of properties on Sturges Avenue. A pedestrian route from Sturges Avenue provides access between local residential streets and the Brent Cross shopping centre leading to a pedestrian crossing of the western Brent Cross Estate Road.

The park includes a small play area and a looped walkway running off the main pedestrian route. A lack of facilities combined with overgrown areas of undergrowth and perimeter planting result in the park seeing little use.

Proposals include the introduction of a new entrance to the southern end of the park increasing permeability and allowing direct access from the footpath to the east of Residential Plot 113. The existing looped walkway would be resurfaced and the direct pedestrian route between Sturgess Avenue and the shopping centre would remain in place.

Play provision within the park would be improved including facilities for 1-5 year olds to the south of the existing pathway. This area would be set behind a bow top fence and would be planted with five sweet cherry trees.

To the north of this pathway a bonded gravel area flanked by benches would include two table tennis tables and picnic benches. Further play equipment aimed at 5-12 year olds would be located to the north of the table tennis area extending across the looped walkway. Three existing trees would be retained in the centre of this area.

Further still to the north a basketball hoop is provided within an area of concrete paving enclosed by a block bench to the north. This area will double as a skating facility including a small number of ramp features with the bench also being able to be incorporated in such activity. Six further picnic benches are also proposed to draw activity further into the park.

The exact nature of the play equipment proposed will be established under a condition recommended alongside the approval of these reserved matters.

A new hedge will be planted along the western and northern boundary to provide improved screening and security to the adjacent residential properties in this location. A number of existing trees will be removed, because these are dead, diseased or dying, and are therefore unsafe.

Undergrowth will also be removed to ensure that views into the wooded margins of the park are unfettered thereby improving the sense of security. The trees removed will be replaced by new tree planting where appropriate without overshadowing the park.

Three Swales are also proposed. The two smaller of these would be planted with Liquidamber trees and located to the south of the age 5-12 play area. The third and largest swale would extend up the western side of the 5-12 play area alongside the looped footpath. This feature will also include a number of log bridges for more informal/adventure play. Further seating, picnic benches and cycle parking would also be provided.

## **5.2 Phase 1B (North) Application Documents and Requirements**

Condition 2.1 of the s.73 Permission sets out the required information to be submitted with any RMA for a sub-phase of the BXC development.

The applicant has submitted all required information under condition 2.1 except for Individual Travel Plans. The LPA has agreed with the applicant that the relevant Individual Travel Plans will be submitted under Condition 39.3 or 39.4 as appropriate prior to the occupation of the premise and following commencement of the plot development.

The RMA submission was formed of five volumes as set out below:

<b>Volume</b>	<b>Document Title</b>
Volume 1	Cover Letter
	Application Form
	Community Infrastructure Levy (CIL) Form
Volume 2	Explanatory Report
Volume 3	Non-Technical Summary
	Main Report
	Environmental Statement Further Information Report - Figures
	Environmental Statement Further Information Report - Appendices
Volume 4	Application Drawings
Volume 5	Statement of Community Involvement
	Illustrative Reconciliation Plan
	Reserved Matters Transport Report
	Design Development Report
	Sustainability Compliance Statement
	Revised Energy Strategy Compliance Statement
	Plot 113 – Daylight and Sunlight Assessment
	Residential Acoustic Design Compliance Statement
	Car Parking Standards and Strategy Statement of Compliance
	Electric Vehicle Charging Points
	Construction Materials Compliance
	Indicative Materials Schedule
	Illustrative Reconciliation Plan
	Planting Specification/Landscape Environment Management Plan/Implementation Works

Additional and revised information was submitted during the determination process to address issues relating to design and environmental impact assessment in order for the application to be considered sound. A cover letter from the agent has been submitted which includes all additional information submitted after the RMA registration date. This can be found at Appendix 4.

## **6 MATERIAL CONSIDERATIONS**

### **6.1 Key Planning Policy**

Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the Development Plan Framework unless material considerations indicate otherwise. In this case, the Development Plan comprises the London Plan (2016) 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. Since this process is not yet complete, the Local Plan DPD policies are not relevant to this application and do not form part of the Development Plan Framework.

The application is for reserved matters following the grant of the outline planning permission under the 2014 s.73 Permission with planning reference F/04687/13 for which a policy assessment was undertaken and relevant policy was found to have been met.

An assessment of the 1BN application against the relevant policies of the Development Plan Framework is included in Appendix 5.

### **6.2 Public Consultation and Views Expressed**

2186 local residents were consulted by letter. The application was advertised in the local press on 25<sup>th</sup> May 2017 and 5 site notices were put up on site on 19<sup>th</sup> May 2017 and 20<sup>th</sup> May 2017. The consultation letters allowed a 4 week period to respond with the consultation period expiring on 19th June 2017. Two letters of objection and one letter of support were received in response to this initial consultation and these are summarised below:

#### Response 1

Resident concerned over the large scale of proposal.

#### *Officer response:*

*An environmental impact assessment was carried out for the development as part of the 2010 and 2014 outline planning applications. The proposals for Phase 1B (North) have been assessed against the original ES and is reported within the Environmental Statement Further Information Report (ES FIR). The conclusions of the report do not give rise to any new or significant impacts. The reserved matters for Phase 1B (North) have also been assessed and found to be substantially in accordance with the parameters and controls approved by the s.73 Permission.*

## Response 2

Resident seeks clarification as to how the Phase 1B (North) RMA is compliant with the adopted Statement of Community Involvement and on the Local Planning Authority's consultation for the application.

### *Officer response:*

*The Phase 1B (North) RMA, and all previous reserved matters applications relating to the BXC regeneration scheme, have adhered to the approved Public Consultation Strategy for Brent Cross (reference 14/07891/CON dated 31 March 2015). A Statement of Community Involvement accompanies the Phase 1B (North) RMA submission which outlines compliance with the Public Consultation Strategy. The LPA consulted local residents on the Phase 1B (North) RMA. A total of 2186 local residents were consulted by letter, the application was advertised in the local press on 25<sup>th</sup> May 2017 and 5 site notices were put up on site on 19<sup>th</sup> May 2017 and 20<sup>th</sup> May 2017.*

## Response 3

Resident is in support of the application.

The consultation process carried out for this application is considered to be appropriate for a development of this nature. The extent of consultation exceeded the requirements of national planning legislation and the Council's own adopted policy.

The s.73 Permission requires a Public Consultation Strategy to be submitted against Condition 1.23. This Public Consultation Strategy (with planning reference 14/07891/CON) was approved on 31 March 2015. Further engagement with the local community and local residents has been undertaken by the developer for the Phase 1B (North) application. The developer's own consultation process is detailed in the Statement of Community Involvement (SCI) submitted with the Phase 1B (North) RMA which accords with the requirements of the approved Public Consultation Strategy.

## Response 4

Fenwick, who are an existing tenant within the Brent Cross Shopping Centre, have contacted the Local Planning Authority in regards to objections they have to the detailed design of the extended shopping centre having a particular regard to design implications impacting upon the operation of the Fenwick store and its resulting presence in the context of the wider development.

The first objection letter was received on 19 June 2017. Many aspects of this objection related to the extent of engagement which had been afforded to the store by the Applicant, and the extent to which Fenwick's design aspirations had been accounted for within the Reserved Matters Application. Accordingly Quod, the Applicant's agent considered the objection and responded to the issues raised on 21 August 2017. A further objection letter was then received on 15<sup>th</sup> September from Gerald Eave on behalf of Fenwick responding to Quod's Comments and detailing remaining concerns. The letter and accompanying 'Document 1' response are attached as Appendix 6.

The following issues were raised within the letter of 15<sup>th</sup> September:

- Design issues of key importance to Fenwick which were discussed during pre-application consultations with the Applicant had are not addressed within this Reserved Matters proposal and it is Fenwick's position that as a principal anchor Tennant they have not been effectively integrated into the extended Shopping Centre.
- Design issues raised in 'Document 1' (see Appendix 6) remain to be satisfactorily addressed.
- The pedestrian flow around the shopping centre has not been optimised and does not present an optimal design for the long term success of the shopping centre.
- TFL have no objection to an alternate access being provided to the shopping centre from the replacement Bus Station.
- The most appropriate design is not achieved for the shopping centre as a result of the reserved matters submission.
- The proposals do not provide a world class bus station.
- Fenwick is the premium fashion anchor store for Brent cross. The design of Fenwick's elevation must reflect the intended 'Luxury Quarter' of the Centre. The exterior design in terms of appearance and finishes must demonstrate the sophistication of Fenwick and this should be a prerequisite of the detailed design.

It is appreciated from the above objections that Fenwick do not consider that the overall design approach satisfactorily addresses the importance of the anchor store within the context of the new development. Design and access aspects of the proposal have however been carefully considered within the body of the report and the proposed development is considered to be acceptable as submitted. The proposed external façade to Fenwick and the Threshold space in which it will be situated represent a significant improvement over the existing appearance of this store. Further the internal Facades of the store are not subject to approval under these detailed proposals.

Concerns raised relating to an alternate, more direct access to Fenwick from the bus station have not prevented TFL from finding the existing layout to be acceptable. No such design has been presented during the consideration of the Reserved Matters Application and so has not been subject to appraisal, however some discussion of this alternate access was included as a part of the Compulsory Purchase Order process. Such a route would have taken pedestrians into an area of the bus station which is currently not accessible to the public and may have raised safety and management issues. However no such proposal is in front of us to consider and the current layout is found to be acceptable as discussed within the body of the report.

TFL are satisfied with the quality of the Bus Station and have been engaged throughout the design process.

Remaining design concerns as detailed in Appendix 6 do not prevent the acceptability of the current proposals.

### **6.3 Consultation Responses from Statutory Consultees and Other Bodies**

**Sport England:**

No Objection Raised

**Environment Agency:**

No Objection Raised

**Highways Agency:**

No Objection Raised. Letter Dated 9 June 2017

**Transport for London:**

Transport for London raise no objection to the proposed details of Phase 1B (North) and support the detailed design of the replacement Bus station.

**London Borough of Brent:**

At the time of writing Brent Council have yet to respond to the neighbouring Borough planning consultation which is registered under reference 17/2310 and was received on 22 May 2017. The Brent case officer has been advised by email that the application will be heard at committee of 25 October.

**Metropolitan Police:**

Recommend that Secure By Design Principles are incorporated into the proposals. Letter undated and received by email 23 May 2017.

**Greater London Archaeological Advisory Service:**

No Objection subject to completion of scheme of archaeological Investigation in accordance with Pre Commencement Condition 43.1 of the s.73 Permission. Letter dated 8 June 2017



## **7 PLANNING ASSESSMENT**

### **7.1 Approach To This Assessment**

An assessment has been carried out for each aspect of Critical Infrastructure and Plot Development proposed as part of this Phase 1B (North) RMA. Each aspect of the proposal set out in Section 5 of this report has been individually assessed in relation to the requirements of the RMA as per the 2014 s.73 permission, as listed in condition 2.1, and as such the following set of criteria has been used to assess the proposals: layout, scale, access, appearance and landscaping.

Parameters and principles are provided in the approved s.73 Permission application documents, in particular within the Revised Development Specification and Framework and the Parameter Plans appended The revised Development Specification and Framework (the 'DSF (2013)') sets out the updated physical and other parameters and principles to guide and govern the subsequent design and approval of details in accordance with conditions attached to the 2014 s.73 Consent. The DSF (2013) identifies aspects of the proposed scheme that fall within the parameters and principles approved under the 2014 s.73 Consent, and those that do not (the Reserved Matters) which are therefore subject to obtaining Reserved matters approval. The scheme has been assessed against these parameters.

The assessment of the application has been carried out for each item of critical infrastructure and each development plot as set out below in this section. Following this assessment, the scheme has been appraised holistically to understand both how the individual elements interrelate as a whole for sub-phase Phase 1B (North); and in terms of their interaction with the wider BXC regeneration and surrounding areas.

An assessment of the environmental impacts is also provided within the report. The 2014 s.73 Consent is tied to those key parameters and principles in order to ensure that that proposed development is carried out in accordance with the assumptions which underpin the EIA Process. The Phase 1B (North) RMA has been considered under the requirements of the EIA Regulations and the assessment of the proposals has been dealt with via the ES FIR which accompanied the application. The ES FIR is supported by a subsequent statement that addresses the further design revisions made to the RMA application after its original submission in May 2017. This statement is referenced WIE 11453-103-17.09.14-MR-P1BN.Design.Changes.SoC prepared by Waterman and dated 18<sup>th</sup> September 2017.

### **7.2 Transport Infrastructure T2 (Replacement Brent Cross Bus Station)**

The indicative location of the proposed replacement bus station is shown on Parameter Plan 002 (contained within the RDSF, and as such part of the 2014 s.73 outline consent). The layout and design of the replacement bus station is in compliance with the parameters of the outline permission. General access to and from the bus station is inclusive and safe and in compliance with parameters of the outline permission with pedestrian routes according with

Parameter Plan 003. The design of the bus station accords with the 2014 permission legal agreement (Section 106) design principles for Interchange T2.

Details of Wayfinding to and from the bus station are to be conditioned under the approval of the RMA and must accord with the wayfinding and inclusive access strategy (approved under condition 1.26 with reference 14/07957/CON). Signage which identifies the bus station and routes between the station and the town centre will be conditioned with any approval which may be given for this RMA. All details will be approved by TfL as operator of the bus station.

The bus station will be an inclusive environment with a range of seating to suit different needs of users. It will be a safe environment with screening between pedestrians and buses, pedestrian areas covered with a canopy, and with CCTV and lighting proposals to come forward under a condition of the RMA approval. Its 24 hour operation means the area will be used throughout the day and night providing an activated environment and natural surveillance throughout the day.

The indicative material palette provided for the bus station is welcomed by officers and links well to the other buildings within the scheme. Details of materials are to be conditioned and approved by the LPA in consultation with TfL as leases of the bus station.

This proposal will promote bus trips around the BXC area, linking to the BX tube station and new Thameslink Station thus promoting modal shift in line with the aspirations of the outline permission and transport assessment.

### **7.3 BXE Development Zone (BXE) Development Plots**

Each of the Development Plots that are described in Section 4 of this report are assessed under the headings below.

#### **7.3.1 Plot 101**

Table 8a of the RDSF which is titled 'Indicative Plot Schedule' identifies the indicative primary use for Plot 101 to be residential and leisure, however other areas of the outline permission demonstrate that the uses for Plot 101 are not restricted to residential. Instead, a range of potential uses which could be brought forward within this plot are indicated within the outline permission.

Although it was envisaged at the outline permission stage that residential uses would be provided on plot 101, the application proposes to locate the energy centre and a café/cycle hub on this plot.

The RDSF Parameter Plans 004 and 005 (titled 'Ground Level Land Uses to Frontages' and 'Upper Level Land Uses to Frontages' respectively) demonstrate that any permitted uses are allowed on the ground and upper levels of buildings within the plot, and in doing so the s.73 Permission allows a degree of flexibility in the principle of development at Plot 101. Plot 101

falls within building zone BXE1 as shown in Parameter Plan 014. The supporting text to Plan 014 identifies the development within BXE1 as “any permitted use”.

To justify the proposal not to provide housing on Plot 101, the applicant tested the suitability of residential development on the site. This design process demonstrated that the provision of residential in this location would not be appropriate for a number of reasons. The pedestrian and cycle ramp that runs between Tempelhof Avenue and the River Brent walkway and which was approved under Phase 1A (North) RMA constrains the availability of developable land for buildings within the site. Other factors which led to a constrained site were also as a result of the Phase 1A (North) approved RMAs and include: detailed design of Tempelhof Avenue, Tempelhof Bridge and Prince Charles Drive all of which encroach on the site; the shift of the River Brent northwards due to the widening of Prince Charles Drive.

Residential uses were also tested as part of a vertical mix with leisure and retail however the level of housing quality and residential amenity required could not be achieved. The level of car parking required for any housing coming forward here would also not be realised and the configuration of the site surrounded by road would not be conducive to ease of access between the site and public transport as would be expected for residential developments. Concerns also related to access in terms of delivery and servicing of the site as well as provision of amenity space which would be required for residential development. Officers accept the justification showing that residential development would not be appropriate or of sufficient quality if provided in this location.

The proposed use at Plot 101 under the 1BN RMA is a building which encompasses an energy centre (use class sui generis) and a public cycle/café hub (use class A3). As the outline permission is flexible in the uses which are permitted to be developed at Plot 101, the principle of development for the plot as proposed under the 1BN RMA is acceptable.

The proposed composition of Plot 101 under the 1BN RMA is of one elongated building located to the north east of the plot along Tempelhof Avenue northern approach to the Tempelhof Bridge.

Parameter Plan 007 identifies a potential CHP chimney at Plot 100 which lies to the southern development area south of the A406. A flue is required to be provided on Plot 101 to serve the CHP plant. Whilst this is a minor deviation from the parameter plan, the location of the flue has been assessed as part of the ES Further Information Report. The details have also be reviewed by the Council's Environmental Health Officer and are considered to be acceptable. The proposed flue is located away from existing and proposed residential development and is designed in a way that is not significantly visible from the surrounding area. The proposal is considered acceptable based on the supporting information submitted with the RMA. It is intended that the parameter plans and supporting text be amended through consequential changes under Condition 2.4 to reflect the proposal of the energy centre use at Plot 101.

Access to the site is in line with parameter plan 003 as well as in compliance with the principles included within the Inclusive Access and Wayfinding Strategy approved under Condition 1.26 of the outline permission.

Parameter Plan 009 identifies Plot 101 as being within an area where frontages may include car park or service yard entrances. The vehicular access at Plot 101 from Prince Charles Drive is therefore in compliance with this parameter plan, as is the Collect by Car access route within the Plot.

The proposed scale of the building is in compliance with the thresholds set out in the outline permission. However the thresholds set out for Plot 101 as per Appendix 10 of the RDSF relate to hotel and residential uses only. As such the RDSF will be amended to include the energy centre use within the relevant building zone of BXE1.3 for Plot 101 to recognise the Phase 1B (North) development proposal.

The façade design presents a strong sense of verticality which creates a strong relationship with the façade designs of the key feature buildings proposed within BXE such as Plot 102, Plot 105 and the Fenwick overclad design as well as linking more subtly to the vertical louvered panelling along the Western Car Park at Plot 110. The design is in line with principles in the RDAS and RDG which state that taller buildings can be more lightweight and can employ large areas of glazing which the buildings does.

Lighting details will be a condition of the RMA approval and signage details for Plot 101 will be sought under a separate application.

The plot has been designed to be safe and secure. The café terrace protrudes out into the site providing overlooking and natural surveillance of the area. Permeability is achieved through the many routes through the site which provides the ability for activity from pedestrians and cyclists.

The proposal for Plot 101 is in compliance with the outline permission subject to minor amendments to be made to the RDSF to reflect the proposed energy centre at the site.

### **7.3.2 Plot 102**

Within Parameter Plan 004 and 005 (Ground and Upper Level Land Uses to Frontages) of the s.73 Permission, permitted uses for Plot 102 are shown to be any permitted use to the southern ground level and upper levels and predominantly retail, leisure or hotel uses at the northern elevation of the ground level.

Five main levels are proposed within the building: basement for servicing and delivery yard; lower ground, upper ground and first floor are predominantly to be occupied by Marks and Spencer and include A1 comparison retail floorspace as well as some ancillary A1 convenience and A3 restaurant/café floorspace. Second floor of the building is proposed as restaurant and leisure uses a second floor mezzanine is located above with the same proposed uses. The roof space is proposed for plant to serve the M&S store as well as some leisure uses. As such, the proposal complies with the indicative outline permission Parameter Plans requirements as the use of Plot 102 is predominantly retail with some leisure uses proposed for the roof top area and is proposed as a multi storey department store, the main tenant of which is likely to be Marks and Spencer.

Parameter Plan 009 (titled 'Basement and Service Access') identifies Plot 102 as an area where basement or undercroft space may be constructed under public realm or infrastructure, and specifically shows the southern elevation frontage as being appropriate for a service yard entrance. This is therefore in line with the proposed location of the service and delivery yard which sits mainly beneath Plot 102.

Plot 102 is located between Tempelhof Bridge and the Living Bridge as per the location shown in Parameter Plan 007. The orientation of the Plot 102 building was studied and amended so that its relationship with the riverside walkway and the main square could be optimised.

The building falls within building zone BXE3.3 and the maximum scale thresholds for retail and leisure uses are the same within the zone. As outlined in Appendix 10 of the RDSF, these scale thresholds are: a height of 65m; length of 90m and width of 85m. The scale of the building is in compliance with the parameters of the outline permission.

Plot 102, in line with the height, length and width parameters set out in the s.73 Permission, is presented as one of the largest buildings within the 1B (North) RMA area and its scale and massing make it stand out as a key feature building of the 1BN scheme. It's scale and massing reflect the importance of its setting and "gateway status" at the most southern point of the northern development of the BXC regeneration scheme, and the landmark building which identifies entry into the new Brent Cross shopping centre as it is flanked by the two main access points (the Tempelhof Bridge and the Living Bridge) which link the northern and southern developments.

Parameter Plan 002 'Transport Infrastructure' shows indicative locations for vehicular access points along the southern elevation of Plot 102: one leading towards Plot 102 from Prince Charles Drive and one leading from the Plot to Prince Charles Drive. These locations will be utilised by the service and delivery yard vehicles accessing and exiting the yard and therefore the proposed access vehicular points are in line with the parameter plans.

Parameter Plan 003 identifies a tertiary pedestrian and cycle network along the southern side of the Plot. Physically the south west corner of the plot links to the Living Bridge as per Parameter Plan 003, however there is no direct pedestrian link at this location. Internal access within the department store is considered suitable and is proposed via escalators and lifts. The lifts serving each floor of the department store include large sizes lifts to accommodate wheelchairs, trolleys and prams thereby providing greater accessibility to all groups.

Plot 102 is a development plot for which there are multiple access points to and from the other areas of the shopping centre and other elements of the 1BN scheme: direct access between the store and the Brent Cross Main Square; direct access to the Living Bridge which provides a pedestrian link to the bus station via a feature stair case; a more direct link between the bus station and the M&S store is via the south eastern entrance/exit point at lower ground floor of Plot 102 which provides access to the north western corner of the bus station; access between the plot and the riverside walkway.

The upper riverside walkway pedestrian and cycle route along the southern façade of Plot 102 crosses over the entrance/exit point of the servicing and delivery basement access. A combination of the slow speed of the vehicles entering and exiting the entrance, the visibility splay at the entrance, and signage that will be installed are sufficient for officers to be satisfied with the proposal in relation to pedestrian safety. An alternate pedestrian and cycle route exists at the lower riverside walkway which is also easily accessible from stairs and lifts to the east and west. The landscaping in this location has been positioned and shaped to encourage pedestrians to take a safer route across and keep them away from the yard entrance and into a location where the visibility splay is greater.

The upper riverside walkway section which lies within Plot 102 ranges from widths of 2.3m to 4.1m and as such provides sufficient width for wheelchair users. Gradients of the routes and seating provided which breaks up the length of the route and therefore reflecting the principles set out in the Inclusive Access and Wayfinding approved document under condition 1.26.

Internal access between each level of the building for the M&S portion of the building is via passenger and goods lifts. There are two additional passenger lifts which allow access to the second floor mezzanine and rooftop leisure areas, one located off the Living Bridge along the eastern elevation of the building and the other located at the western elevation adjacent to the tempelhof circus threshold area. A service lift connects the basement to the leisure levels. The proposed access arrangements internally within Plot 102, between the building and the rest of the shopping centre, and around the external areas of the building connecting to other areas of the Phase 1B North scheme provide a comprehensive and inclusive network of routes and links thus promoting the permeability of the scheme in this location. Internal access from marks and spencer to the southern car park located at Plot 103/104 is via a set of lifts which are located at the north eastern area of the shopping centre at first floor and above. In terms of fire escapes, there are two stair cores dedicated to marks and spencer and three stair cores which are shared between Marks and Spencer and the tenants relating to the leisure floorspace which will be also be located within Plot 102.

The building design has developed to create a bold feature building which will become a focal point for 1BN and indeed the northern development of Brent Cross. Façade design wraps around the entire building so that this design frames the southern elevation of Brent Cross Main Square which lies internally to the shopping centre at the northern elevation of Plot 102. The eastern elevation of the plot which runs alongside the Living Bridge activates this façade and provides a dramatic contrast of curvature of façade design with the more angular parapet design of the Living Bridge. The sweeping section of finned ceramic tiles provides a dramatic backdrop to all the adjoining buildings and spaces around Plot 102.

The glazed ceramic panels are seen to be durable and can be used as a rain screen system for the building. The profiling of the panels will be adjustable so that there is an opportunity to play with the façade profile.

Although the indicative material palette submitted is considered acceptable, details of final materiality chosen will be a condition to the RMA approval. External lighting of the building and illumination of façade detail will also be subject to condition attached to the RMA.

It is envisaged that Brent Cross signage and signage relating to those tenants occupying Plot 102 will be cantilevered across the upper levels of the external façade within positions visible from both the scheme itself and further afield along the A406. Details of signage will be subject to a separate application for advertising consent.

The southern façade of the plot forms the upper riverside walkway pedestrian route which links the length from the Living Bridge to Plot 101. This area will be landscaped and planting and seating provided. Greening the lower façade of Plot 102 as well as offering seating option provides a more human scale to the Upper Riverside Walkway in this location, creates a greener environment and relates the space between the development plot more strongly to the formally landscaped public areas of the upper and lower riverside walkway. The landscaping and planting in this location ensures there is a continuous green link along the upper riverside walkway and encourages the route to be used by pedestrians and cyclists. The landscaping proposals are considered acceptable.

### **7.3.3 Plot 103 and 104**

Parameter Plan 004 (Ground Level Land Use to Frontages) shows that the land use character of the elevations at ground level are any permitted use to the southern elevation and predominantly retail or leisure or hotel for the rest of the plot frontage. Parameter Plan 005 (Upper Level Land Use to Frontages) shows that the land use character of the elevations at upper levels of Plot 103 and 104 are any permitted use. The proposed use of Plot 103 and 104 for a replacement bus station, retail uses, restaurant and cafes, car parking and plant are in line with the outline permission.

The car park access ramp at Plot 104 is compliant with Parameter Plan 009 Basement and Service Access which identifies the eastern and southern end of Plot 104 as a frontage which may include carpark or service yard entrances.

Accounting for the limit of deviation of 2m, Parameter Plan 007 identifies the maximum building frontage heights for Plot 103 as part 44m and part 57m; and for Plot 104 as part 44m. The proposals fall below these maximum thresholds.

The RDAS includes a rationale to the differing heights suggested within 1BN which should be considered for detailed design of the 1BN RMA. Appendix 10 of the RDSF outlines the scale parameters for specific uses within the building zones of the site and identifies Plot 103 within building zone BXE3.2 and Plot 104 within building zone BXE2. The maximum scale parameters for retail, car park and leisure uses within building zone BXE3.2 (Plot 103) are: 55m in height, 200m in length and 90m in width and the proposed parameters for Plot 103 at 35.4m in height, 145.5m in length and 81.7m in width are in compliance. The maximum thresholds relating to BXE2 are: 55m in height, 100m in length and 100m for the width of the building. Plot 104 is proposed as being 30.4m in height, 81.1m in length and 50m in width and therefore within the parameter thresholds.

The s.73 Permission permitted 7600 parking spaces to be provided in BXE Development Zone associated with the Brent Cross Shopping Centre. The Phase 1B (North) RMA proposals configure the proposed 7600 car parking spaces into three multi-storey car parks.

The correct level of disabled parking bays has been proposed at 5% on opening and 5% to be provided at a future date as per the Brent Cross Car Park Management Strategy (CPMS) which was approved under 14/08109/CON. A revised CPMS has been submitted to the LPA under reference 17/5856/CON. However the principles relating to wheelchair car parking bay provision have not been amended. The provision of electric vehicle charging points is compliant with the London Plan and the 2014 outline permission and further details will be submitted against outline permission condition 39.7.

Proposed access arrangements are largely in line with the indicative parameters set out in the s.73 Permission. Parameter Plan 003 Public identifies a 'Managed Pedestrian Only Routes' running in between Plot 103 and 104 and connecting into High Street North. The Phase 1B (North) RMA provides this connection from Plot 103 to High Street North as the pedestrian link connecting the bus station at lower ground level to the main shopping centre. The route provides lift access to connect Plot 103 to each level of High Street North. Although this pedestrian connection is not proposed in the exact location of Parameter Plan 003, the Parameter Plan is indicative in nature and the details are to be identified at reserved matters stage, therefore the location of this key pedestrian link is acceptable.

Parameter Plan 003 also identifies a connection between the Living Bridge, the bus station and the south west corner of Plot 103. The application provides this link in the same location as identified on Parameter Plan 003 as a vertical connection via a staircase between the northern approach of the Living Bridge and the bus station; and a staircase and lift access which connects the upper and lower riverside walkway.

The plots have been designed to provide an inclusive and accessible environment which is acceptable to officers. The shopmobility unit is in a central location with step free routes to and from the unit. This is in line with recommendations from the CAF and is acceptable to Officers. All car park levels have step free access and two levels of the car park are designed with clear heights of 2.6m to allow for specialised vehicles for wheelchair users.

The southern façade of Plot 103 faces onto the river corridor and the A406. This elevation has been designed to provide visual interest and to break up the scale and length of the façade. It also screens the multi storey car park and other back of house functions. A cladding system is proposed comprised of layered metallic diamonds to address the scale of the elevation and provide a sense of permeability and texture which contrasts to the solidity of the adjoining community centre building on the west and to the spiral southern car park ramp to the east. The permeability of the cladding provides natural ventilation to the car park which sits above the bus station. The proposed design is considered to be acceptable and will provide visual interest to BXSC development.

Indicative materials proposed for the retail and office element of Plot 104 include glazing within the first floor level and reconstituted stone-faced precast concrete with a stainless steel mesh at roof level. Materials proposed for the Plot 103 façade are metallic in nature as outlined within the proposal section, and are acceptable to the LPA. Final details of materials will be subject to a condition attached to the RMA approval. Details of lighting of the facades as well as any general external lighting around the plots will also be subject to condition. Similarly, details of any plant equipment will be submitted under a condition attached to the RMA approval.



Advertising for Plot 104 will be situated mainly on the southern façade of the building wrapped around the southern car park spiral ramp. The advertising panels have been integrated into the designs of the elevations. The number and extent of advertising panels is considered acceptable having regard to the surrounding context. There will also be signage relating to the main anchor tenants and Brent Cross signage located along the eastern elevation at the upper levels of the building. This area fronts the eastern roundabout and A406 and aims to sit within prominent sight lines of the centre from these key vehicular routes. Signage details will be subject to a separate advertising consent application.

#### **7.3.4 Plot 105**

Plot 105 is proposed as a multi storey car park with a shared valet and taxi rank cycle parking storage at lower ground floor to the southern proportion of the plot. 1450 car parking spaces will be provided within the car park over seven levels.

Plot 105 falls within building zone BXC3.1 as shown in the RDSF. Parameter Plan 004 identifies the northern extent of the plot at ground level as earmarked specifically for a multi storey car park. The remainder of the ground floor and upper levels can provide any permitted use. The proposed uses are in line with Parameter Plans 004 and 005 of the RDSF. Parameter Plan 009 permits a car park entrance to be located on any frontage of the plot.

Parameter Plan 003 identifies a tertiary pedestrian and cycle route running through the south of the site. The application proposes a route which is broadly in line with the location identified in PP003 and is considered to be acceptable by the LPA.

The number and type of bays proposed are in line with the BXC Car Park Management Strategy approved under condition 11.1 with reference 14/08109/CON and which has been re-discharged under reference 17/5856/CON and is pending determination with a recommendation for approval. Officers are comfortable that the internal design of the car park, the access to and from the different elements of Plot 105 as well as internal access is inclusive for all groups and in line with relevant guidance on parking design as per BS8300, Disabled Motoring UK Disabled Parking Accreditation (DPA) Scheme guidance and the BXC Car Parking Management Strategy (currently being amended under reference 17/5856/CON but retaining the same principles relating to accessibility and inclusivity).

The position of the taxi rank was indicatively identified in the Phase 1A (North) RMA under permission 15/03315/RMA. Condition 6 attached to 15/03315/RMA states that prior to any works to the designated taxi rank on Prince Charles Drive, details of an alternative facility that is fully accessible and is clearly visible to customers exiting the centre with capacity for at least 9 taxi bays will be provided. The submitted application proposes 10 taxi bays and is in line with the requirements set out under permission 15/03315/RMA and has been agreed with TfL.

Parameter Plan 007 states that the maximum frontage height to plot 105 is 29m which incorporates the permitted 2m limit of deviation. The proposed frontage height is 27m and in compliance. The maximum scale thresholds as per Appendix 10 of the RDSF for Plot 105

are a height of 27m, a length of 170 m and a width of 85m. The proposed dimensions of the plot are: height of 29.6m, length of 125.7m and width of 85m. The proposal exceeds the maximum height level for the northern part of the plot by 2.6m in order to accommodate the lift overrun in this location. Officers consider that this minor increase in height is acceptable and will not impact on the appearance of the building. Parameter plan 007 and Appendix 10 of the RDSF will be updated through Condition 2.4 to make consequential changes to reflect this minor exceedance.

Access to and from the car park, valet and taxi rank and cycle storage as well as in and around Plot 105 is acceptable. Although there is a stepped access to the cycle store due to the level changes between the pedestrian and cycle route and the store room, there is a secondary ramped access in close proximity. Internal access between the car park and shopping centre is step free and acceptable.

The appearance and design of the Plot 105 façade is acceptable. The façade design provides continuity with other proposed buildings within the scheme through its vertical fin composition as well as the indicative metallic and reconstituted pre-cast concrete materials which are proposed. The twisted fin aspect of the design will provide a unique element to the building which is prominently positioned along the eastern length of the A406 within the boundary of 1BN. The southwestern cores which front onto Fenwick Threshold Space are also reflective of other proposed buildings within the scheme including the community facility building and this provides cohesion to the design which is welcome given the number of different buildings and designs proposed within the scheme.

Façade lighting and details of lighting at pedestrian level will be subject to a condition of the RMA approval. Signage which is illustratively proposed at this stage is likely to include Brent Cross signage as well as key tenant signage and be located at the south eastern corner at the upper levels of the façade. Details of signage will be subject to a separate advertising consent application. Plant details will come forward under a condition attached to the RMA approval.

Officers can conclude that the proposals for Plot 105 are acceptable including the minor amendments to the height to accommodate the lift overrun to provide step free access for visitors to the centre.

#### **7.3.5 Plot 106**

Plot 106 forms the northern retail block and the main extent of retail uses proposed under Phase 1B (North). The proposed uses are in line with Parameter Plans 004 and 005 which permit predominantly retail, leisure and hotel uses at the southern extent of the ground level and any permitted use for the remaining ground and upper levels of the plot.

The s.73 Permission permits a maximum frontage height of 27m for Plot 106. The plot falls within building zone BXE3.4 which permits retail and leisure uses.

The layouts submitted for the cinema are indicative at this stage and once a cinema operator has been chosen, the applicant will engage with them in relation to design.

The RDSF states that the maximum thresholds for the plot are: height of 27m, length of 200m and a width of 120m. The proposed dimensions of the plot are: a height of 39m, length of 188.9m and a width of 92.9m. Height thresholds are exceeded by 12m due to the proposed cinema block located at the second floor and above at the southern extent of Plot 106. These exceedances are contained to a small proportion of the building and to 12% of the overall roof area. The height and massing of the building to accommodate the increase in height for the cinema have been tested as part of the EIA process for the RMA. The increase of 12m in height at Plot 106 does not give rise to any new impacts and, on the basis of the design for Phase 1B (North) submitted in this RMA, is considered to be acceptable in order to accommodate the leisure facility. The general built form of Plot 106 remains in accordance with the RDAS principles (A2.4.2) which states that buildings of 4 to 9 storeys are acceptable within the scheme. A condition 2.4 application under reference 17/3984/CON will seek consequential minor amendments to the parameters included within the RDSF to reflect this deviation.

Parameter Plan 003 (public realm and urban structure) identifies a Managed Pedestrian Only route running from High Street North through the centre of Plot 106. This route has been provided further to the east of the Plot and connects to the existing centre. Section A3.9 of the RDAS describes how routes from High Street North to the existing Brent Cross Shopping Centre should allow for uninterrupted pedestrian movement into and through the new centre. Although the location of the route is not in the location as per Parameter Plan 003, it meets the principles set out in the RDAS and provides a seamless connection along the eastern side of Plot 106 linking to the refurbished and remodelled Mall 3. As such the route provided is acceptable. Access routes internally as well as to Plot 106 are step free and accessible.

The design of Plot 106 is acceptable to Officers and demonstrates the outward looking nature of the proposed new extension to the shopping centre by creating links with the external elements of the surrounding scheme as well as through the indicative materials proposed.

Details of lighting will be subject to a condition attached to the RMA approval. Signage is proposed on the elevation of the cinema block since this is the most visible external element of Plot 106 and where tenant signage can be seen from further afield. Details of signage will be submitted under a separate application.

The proposed cinema block at Plot 106 results in an exceedance of the s.73 permission parameter heights and widths, however these exceedances have been tested through the EIA procedure and are found to not have a significant impact in terms of townscape and visual impact. The exceedance is considered to be acceptable in providing a quality retail and leisure offer for Brent Cross as a significant town centre and London wide opportunity area.

### **7.3.6 Plot 107 and 108**

Parameter Plans 004 and 005 of the s.73 Permission identify the ground level of Plot 107 and 108 as having uses of Predominantly Retail or Leisure or Hotel, and the upper level uses to frontages as being any permitted use. Appendix 10 of the RDSF identifies Plots 107

and 108 as falling within building zone BXE3.5 which permits retail, office and car park uses. Plots 107 and 108 will predominantly be comprised of retail with some restaurants and cafes and therefore the proposed uses are in accordance with Parameter Plans 004 and 005.

Parameter Plan 007 (Maximum Building and Frontage Heights) of the RDSF shows Plot 107 and 108 as having a maximum frontage height of 27m. The scale thresholds within Appendix 10 of the RDSF demonstrate that the maximum scale thresholds for building zone BXE3.5 are a maximum height of 27m, length of 180m and width of 80m for retail uses. The proposed dimensions for the building are: height of 25.2m, length of 131.2m and a width of 59.5m which are all compliant with the outline permission. The proposed frontage height of Plots 107 and 108 is 67.5m arranged over 4 storeys and as such the proposed height and massing of the building is in line with the RDAS building height principles of buildings within BXE to be 4 to 9 storeys.

Parameter Plan 003 (Public Realm and Urban Infrastructure) identifies a Managed Pedestrian Only route linking the northern extent of West Street with Layfield Place (S10 on the plan). Layfield Place Threshold Space provides access into and out of Plot 107/108 and links the internal pedestrian route to the external pedestrian and cycle route which runs along the western extent of the new shopping centre. The internal pedestrian route also links to Tempelhof Circus threshold entrance (S9 on the plan) at the southern end of the building, which provides a further point of pedestrian access. The layout and access routes for the Plots have been proposed in line with the outline permission.

The plot has been designed to suit the access needs of all user groups. The internal streets in and around Plot 107 and 108 have been designed with a gentle gradient of 1:100 to overcome the topography of the site with the northern side of the site at a higher level than the south. Since 1:100 equates to a 1m change in height over a 100m length, the gradient is effectively level and acceptable in terms of usability and inclusive access. Where a single retail unit falls over more than one floor level, lifts will be installed.

Plot 107 and 108 are not a key feature building and therefore has been designed so as not to detract or compete with the other key landmark buildings in the scheme. The external elements of Plot 107 and 108 front onto through routes and the edges of Threshold Spaces. The façade design will therefore be viewed up close at the pedestrian level rather than as a stand out landmark building. The design therefore proposes brick detailing which provides a greater level of interest at the pedestrian level. The northern elevation which includes double height shopfront glazing will activate the Layfield Place Threshold Space. The glazed terrace along the Tempelhof Threshold Space façade provides a finish to the building at roof level which contrasts to the main materiality of the building.

The design of the outward facing areas of the building are in compliance with the requirements of the outline permission, specifically Section B.4.2.1 of the RDG which provides a component palette for building frontages and Section B4.2.2 of the RDG which provides elevational typologies.

The western elevation of Plot 107 and 108 forms the backdrop to the Plot 109 hotel courtyard. This elevational design reflects that of the hotel, and a buff light grey brick will be used to tie in with that of the hotel. Along this elevation, strips of patinated copper and

bronze will be integrated with lighting strips. This arrangement will provide continuity of materiality of the hotel, as well as provide interesting feature lighting at the hotel entrance. The brickwork panel details and the western elevational details will be required by condition attached to the 1B (North) RMA to assess the final material palette chosen.

As well as general external and façade lighting, the signage attached to the elevations is also proposed to be illuminated. Submission of details of lighting design will be a condition of the RMA. Consent for signage will be sought through a separate advertising consent application.

The multi storey retail unit within the building will have a plant located at the roof level which is intended to serve this unit. Details of this plant will be submitted to the LPA via a condition attached to the 1B (North) RMA.

The proposal for Plot 107 and 108 is in full compliance with the outline permission, according not only with the layout plans and configuration of the building and pedestrian circulation routes but also with the suggested material palette for the building façade. Officers find the proposals for Plots 107 and 108 acceptable subject to details of signage, lighting and plant to be conditioned.

#### **7.3.7 Plot 109 (Hotel)**

Parameter Plans 004 and 005 within the RDSF of the s.73 Permission identify the permitted Lower and Upper Ground Uses to Frontages of Plot 109 as being any permitted use. Appendix 10 of the RDSF identifies hotel uses as permitted within building zone 1 which Plot 109 falls within. The northern and western extents of Plot 109 are identified as part of building zone BXE1.1, and the southern elevation of the plot falls within building zone BXE1.2. The Use Class C1 hotel proposed at Plot 109 is therefore in compliance with the outline permission.

The scale thresholds within Appendix 10 of the RDSF demonstrate that the maximum scale thresholds for hotels proposed within building zone BXE1.1 are a height of 27m, length of 130m and a width of 100m. The maximum thresholds for a hotel use within BXE1.2 which relates to the southern extent of Plot 109 are: 55m in height, 100m in length and 40m in width. The proposed scale of Plot 109 is 26.9m in height, length of 81.4m and width of 38.5m and therefore accord with the parameters of the s.73 Permission. Section A2.4.2 of the RDAS states that building heights within BXE should be an average of 4 to 9 storeys. The hotel is proposed to be seven storeys and as such, complies with the RDAS principles.

The proposed hotel building is configured in a D shaped floorplate which allows for efficient operation of the hotel as well as the creation of an enclosed courtyard space to the rear which provides the hotel entrance and guest access to the hotel.

It is envisaged at this stage that hotel bedrooms will occupy levels 2, 3, 4, 5 and 6 with the top floor dedicated to plant for the building. Conference and meeting rooms are proposed at first floor and back of house areas including kitchen, delivery bay and storage is proposed at the ground floor. At this stage the proposed plot has not been leased to a hotel operator, therefore design of the hotel may change due to specific hotel operator requirements.

However the façade design, scale, massing and configuration of the building will be approved by this application and these elements are not to be amended.

Plot 109 is a standalone building and therefore has no proposed internal link with the other buildings of the Phase 1B North scheme.

Vehicular access permitted by the outline permission as shown on Parameter Plan 002 (Transport Infrastructure) includes one vehicular access point which connects the south of Plot 109 to the western roundabout, and one access point along the existing perimeter road at the western boundary of the plot. The proposal includes an access road that runs through from the Tempelhoff Avenue off the Western Roundabout, through to the western perimeter road. This shared surface road is solely for access, servicing and delivery of the hotel plot. Therefore although the proposed configuration of the hotel deviates from the outline permission, the resultant hotel layout incorporates the vehicular accesses specified in the outline permission.

Access to the hotel will be step free and from the internal courtyard entrance which can be accessed from Tempelhof Avenue, Tempelhof circus and Layfield Place. The courtyard will provide a drop off area for cars and coaches.

Although the internal layout is indicative at this stage and subject to operator fit-out, lifts will be provided to serve all publically accessible levels of the hotel as well as the plant area at rooftop level. The ground floor proposes a reception area, restaurant, café and bar area and associated toilets including a disabled toilet.

Since the floorplans of the hotel layouts are indicative at this stage, the LPA will require these to be submitted for approval at a later date as will be conditioned in an approval for this RMA. This will include the requirement that 10% of the hotel rooms will be provided as accessible rooms which are suitable for wheelchair users in accordance with London Plan Policy 4.5.

The service bay, which will be screened with a roller shutter, is located at the ground level and the hotel is serviced from the central courtyard. It is not currently known how many delivery or collection visits are anticipated over 24 hour period but it is estimated that there will be four required. The delivery and collection visits will be time managed to ensure minimal cross over with guest arrival and departure times. The access road swept paths have been designed to accommodate vehicles of up to 15m long and 4.2m high.

The façade design of the hotel reflects an urban rhythm and scale that complements the scale and nature of the neighbouring buildings in the scheme and in the existing surrounds. The proposed building will allow for an active frontage along the ground floor, particularly as it forms the key external pedestrian route linking the Tempelhof Circus threshold area with Layfield Place threshold area. As such the proposed ground floor elevation will be glazed to maximise the extent of activate frontage.

The façade design complements the other buildings within the scheme, and the scaling of the windows reflects the residential module applied to the adjacent Western Car Park at Plot 110/111. Further interest has been added through the punctuation of the corner areas of the

building as it wraps round the plot boundary. Along these lengths, the brick façade extends higher than the parapet line which blurs the sharpness of the parapet edge, thus reducing the overbearing nature of the elevation. The brick façade will protrude along these corners, resulting in greater depth to the window reveals.

The eastern elevation of the hotel forms one half of the courtyard backdrop; the courtyard which lies between Plot 109 and Plots 107 and 108. The grey brick framing structure along the western elevation of the hotel is repeated along the eastern elevation and window glazing is recessed within the façade which provides greater depth and detail to the building.

Existing two storey houses are located approximately 50m to the north-west across the perimeter road. The distance to the boundary of the gardens is approximately 35m. The hotel does not create any overshadowing of these properties. The building shape ensures that the majority of rooms face away from these properties. The distance is not considered to give rise to detrimental overlooking of the proposed residential developments.

The brickwork proposed is a light and neutral grey colour and creates a framing structure for the façade, in which the recessed window glazing with charcoal coloured framing, bronze coloured panels and patinated copper features sit within. Details of the key façade features and the final chosen materials will be submitted to the LPA by way of conditions attached to the RMA.

It is envisaged that light fixtures will be incorporated into the façade system to create a more dramatic and dynamic façade for the evening and night time. The rooftop level is dedicated to plant and is screened with louvered panelling around the perimeter of the roof which is set back from the edge. The courtyard space is further articulated along its eastern edge with lighting features which reference the palette of materials used on the hotel elevations.

Lighting of external elevations and within the public areas will be comprised primarily of energy efficient LED lights and design in collaboration with a Lighting Designer. At night time it is envisaged that the building is animated at ground floor with wall washer flood lighting along the route to the hotel entrance. It is proposed that details of any external lighting are to be submitted under a condition attached to the RMA approval.

The hotel will be visible to eastbound vehicles along the A406 North Circular and southbound M1 and signage will be designed to captivate these views. It is intended to include the hotel logo as a feature or structure displayed within the landscaped areas around the western façade at pedestrian level. This will also be subject to a condition.

Plot 109 will incorporate roof top plant to serve the hotel. Since the specification of mechanical engineering plant is unknown, the space requirements are also unknown. When detailed design of the plant has been developed, it should be contained at rooftop level, set back from the parapet edge so it cannot be read at ground level, and not result in any height increase above the permitted height level for Plot 109. Details of rooftop plant equipment will be submitted under a condition attached to the RMA approval.

Since the internal floorplans submitted in relation to the hotel are indicative at this stage and it is likely they will be subject to amendments once a hotel operator reviews the layouts in

light of tenant requirements. Therefore, floorplans of the hotel are to be submitted to the LPA for approval through a condition attached to the RMA approval.

### **7.3.8 Plot 110/111 (Western Car Park)**

Plot 110/111 is proposed as a multi storey car park and the John Lewis Store southern façade. Under the s.73 Permission, it was envisaged that the John Lewis Store would be relocated to an area within the new shopping centre extension. It is now proposed that the existing John Lewis Store remain in its existing location, however slight adjustments to the frontage of the store are necessary for the extension of the centre to be realised. The proposal for Plot 110/111 which relates to retail uses is therefore limited to façade design of the John Lewis Store.

Parameter Plans 004 and 005 allow for any permitted use on this plot. The plot is proposed as a multi storey car park with an adjoining retail unit. The proposal is therefore in line with the outline permission in this regard. The proposed car park entrance and exit is located at the northern end of the plot. This is in accordance with Parameter Plan 009 which permits a car park access along any of the external frontages of Plot 110/111.

Appendix 6 of the RDSF identifies plot 110/111 as being within building zone BXE3.6 for which the maximum scale thresholds permitted for retail are a height of 27m, a length of 150m and a width of 120m. The proposals for the retail element of Plot 110/111 are limited to internal façade design and therefore the height parameters do not apply to the compliance.

The maximum frontage height for Plot 110/111 as shown on Parameter Plan 007 is 29m. Plot 110/111 exceeds this threshold by 0.25m in order to accommodate the full height of the lift core service overrun. Given the increase over the parameters is minor and would not result in a change to the visual appearance of the façade or western elevation of the building, the exceedance by 25cm is considered acceptable. This minor amendment is captured in the associated Condition 2.4 application.

No car park uses are identified within building zone BXE3.6 and as such, Appendix 10 of the RDSF is to be revised through a Condition 2.4 application to include scale thresholds for this use. The amendment sought is minor in nature and is a consequential change on the basis of the acceptability of the detailed design of the Phase 1B (North) RMA. In the absence of scale thresholds, the scale of the eastern car park is guided by the RDAS requirement for buildings in the BXE development zone to be between 4 and 9 storeys. The western car park is proposed as a seven storey car park and therefore complies with the design principles set out in the outline permission. The John Lewis Store will be retained in its existing building which is comprised of six levels: lower and upper ground, first, second and third floors and a roof level, albeit the current and proposed store will not trade from all these levels.

Parameter Plan 003 identifies a managed pedestrian only route running along the south of Plot 110/111 connecting Layfield Place (S10) to the approach to Brent Cross Main Square and this is reflected in the proposal for the plot. Parameter Plan 002 does not identify any specific vehicular access points to Plots 110/111, however the supporting text states that



these will be identified at the reserved matters stage and the access points to the car park is proposed at the northern extent of the plot.

The car park entry and exit spiral access ramp has a clear height of 2.6m at level 1 and can therefore accommodate HSVc (disabled) vehicles at this level. The other levels of the car park have a clear height of 2.4m.

5% of bays proposed are appropriate for disabled parking and have been sized as such at 4.8m in length and 2.5m in width with a 1.2m access strip along the length of the bay in line with requirements from BS8300, to provide additional space for users. 5% of spaces have been sized so that they can be converted at a later date and this is in compliance with the Car Park Strategy and Standards condition 11.2 under reference 17/3090/CON which is pending determination and recommended for approval. Furthermore, 5% of spaces have been provided as parent and child spaces which are 4.8m in length and 2.4m in width with a 1.2m access strip along the length of the bay. Disabled bays have been located in close proximity to the public lift cores at each level.

Accessible changing and shower facilities will be provided within the north-west spiral drum of the car park and these will be available for staff of the centre. The cycle parking provided will also be inclusive and is designed to accommodate standards and non-standard cycles.

The proposed delivery and service yard located underneath Plot 102 extends out underneath Plot 110/111. Planning and Transport officers have concluded that the yard arrangement and size is acceptable as proposed. Parameter Plan 009 which identifies areas permitted for basement and service access does not include the basement area of Plot 110/111. Since the proposed yard extends underneath Plot 110/111, it is proposed under a condition 2.4 application (with planning reference 17/3984/CON) that the text associated with Parameter Plan 009 is amended to reflect the inclusion of this minor service yard extension.

The façade of the western car park has been designed sensitively to respect the surrounding residential dwellings. Louvered panels proposed within the projecting façade boxes will be angled to filter the car parking lighting and to allow the car park to be naturally ventilated. The western façade is broken down into modules by the projecting boxes. Views from the northern point of Plot 110 looking southwards along the perimeter road take in the western elevation of the car park, the eastern elevation of the residential plot, and the north western elevation of the hotel at Plot 109. Elements of each of these façade designs is reflected in the other and creates a consistent theme which runs through the design of the development of Phase 1B (North) as a whole.

The planting proposed along the spiral access to the car park, around the base of the car park at the northern elevation and along the southern car park façade in the form of a green wall will provide the car park with a softer appearance.

Indicative materials proposed for the façade are steel and aluminium, and on the southern façade fronting Layfield Place the materials chosen include re-constituted stone faced pre-cast concrete panels with recesses infilled with metal or glass panels of contrasting colour. Materials will be conditioned under the RMA approval.

Lighting is proposed along the pedestrian level walkway running along the western extent of the plot and signage placed at roof level will also be accompanied by lighting. Details of lighting will come forward under a condition attached to the RMA approval. Signage along the western façade is proposed to be for principle tenants of the shopping centre. These will be cantilevered off the face of the building and will be subject to a separate advertising consent application.

Plot 110/111 has been designed to ensure a safe environment, with lighting details indicatively proposed to aid the pedestrian and vehicular flow in and around the plot, as well as CCTV managed by the shopping centre landlord placed in and around the plot. Details of CCTV are included within pre-RMA Condition 7.1 Estate Management Framework.

Minor amendments are required to the Phase 1A North consent relating to highway infrastructure. The amendments relate to the sections of highway along the boundary at which the Phase 1A North and 1BN RMAs meet. These minor amendments are required to accommodate the location of the following aspects of the shopping centre since detailed design has resulted in slight adjustments from the phase 1AN approved plans:

- An entrance/exit to the car park along the northern frontage of Plot 110/111 has been provided
- The positioning of the footpath at the roundabout adjacent to Plot 110/111 has been amended.

### **7.3.9 Plot 113 (Residential)**

Plot 113 is located to the northwest of the BXE Development Zone as identified in Parameter Plan 001. It is surrounded by existing residential uses to its north, south and west and by the proposed shopping centre to the east. In line with the Parameter Plans 004 and 005 of the 2014 s.73 permission, residential use is proposed at ground and upper level elevations to provide a total of 52 residential units.

#### **Design principles**

Overarching design principles for residential development within the s.73 Permission are set out in the RDSF and RDAS. The permission reflects the London Plan requirement for all residential units to be designed to Lifetime Homes Standards. Wheelchair Accessible Units (WAUs) are designed in line with the Wheelchair Housing Design Guide which is a requirement of the Section 106 Agreement (Schedule 13, Appendix A). The proposal includes eight dwelling types which will be assessed in greater detail against the relevant standards and criteria as per a condition attached to the RMA approval.

#### **Scale**

Parameter Plan 007 (Maximum Building and Frontage Heights) indicates a maximum frontage height at Plot 113 of 12m with a 2m limit of deviation which results in a maximum permitted frontage height of 14m. Plot 113 falls within building zone BXE4 as per Parameter Plan 014. The maximum scale thresholds within Appendix 10 of the RDSF for residential uses within BXE4 are a height of 12m, length of 100m and a width of 17m.

The proposed design of Plot 113 includes a four storey building comprised of four adjoined blocks identified as Blocks 1 to 4 running south to north. The proposed development at Plot 113 is consistent with the length parameters. The height threshold is exceeded by 0.8m and the width threshold exceeded by 2.04m. The exceedance over the identified height threshold can be accounted for by the lift over-runs at Blocks 3 and 4 which sit above the rest of the roof and account for a very limited part of the total roof area.

The width exceedance is due to protruding balconies in specific locations rather than the building itself. The building itself is within the width thresholds. The balconies provide amenity space for the units which cannot be provided in any other way, and add interest and variation to the elevations of the blocks. Therefore the exceedance of the site's width parameters is seen as acceptable in these circumstances.

The scale of the plot is appropriate in the context of surrounding development as it respects the existing neighbouring bungalows to the west and the larger scale proposed shopping centre to the east.

#### Density

Table 6 of Parameter Plan 014 identifies a development floorspace of 4,035sqm within this building zone. The proposals provide 5,012sqm (GEA) of residential floorspace over 52 units. Supporting text to Table 6 states that it is permissible to increase the floorspace allocated to each Building Zone by 15% above the amount stated. Accounting for the additional 15%, the increase in floorspace above that identified in Table 6 is 372sqm.

Table 3b of the RDSF identifies the illustrative residential densities for the BXE Development Zone as being 43 dwellings per hectare. Based on the site area for Plot 113 of 0.69 hectares and the proposal for 52 units, the proposed density is 75 dwellings per hectare. It should be noted that the outline permission provides only an illustrative density figure based on the indicative layout parameter plan of the RDSF. Density is also not to be applied as a tool in its own right, but instead should be informed by compliance with other design standards. The density matrix provided within the London Plan (2016) demonstrates that residential developments within an urban site of PTAL 4 to 6 could provide an average of up to 130 units per hectare. In this instance the proposed density is considered to be suitable for the plot, having regard to the scale and design of the building, the acceptable relationship to the adjacent existing housing, as well as having regard to the proposed new town centre development of the BXE Development Zone.

The proposed blocks respect the grain and scale of the existing surrounding dwellings whilst also balancing well with the large commercial buildings to the west. In terms of building massing, the western façade steps up in layers along the site from south to north and this softens the overall mass of the residential building itself. The fourth storey of the building has been set back which reduces the overall massing of the building; increases the distance of dwellings from the existing residential housing; and creates a more defined roof level. The setback creates a more human scale to the blocks, particularly when read from the pedestrian level.

#### Unit mix

The unit mix proposed for Plot 113 is as follows:

- 19 one bed apartments (equates to 36% of units at Plot 113)
- 25 two bed apartments (48%)
- 8 three bed apartments (15%)

The suggested site wide unit mix for private housing as identified in paragraph 2.23 of the RDSF states that:

- 35% of units should be provided as one bed or studios
- 47% as two bed units
- 18% as three or four bed units

The proposed mix is broadly in line with the mix recommended in the outline permission except for 1% more one beds, 1% more two beds and 3% less three/four bed units are provided.

#### Space Standards

The room layouts are subject to further assessment and will be submitted to the LPA for approval under a condition attached to the RMA should it be approved. The marked up layouts and storage spaces will then be assessed against the London Plan 2016 space standards to ensure that the areas proposed comply with the London wide standards and provide good residential quality housing.

#### Affordable housing

No affordable housing is proposed at Plot 113 and therefore within Phase 1B (North); Conditions 1.12 and 1.13 of the outline permission require details of affordable housing to be submitted and assessed on a phase basis. Conditions 1.12 and 1.13 were approved with planning reference 17/2425/CON for Phase 1B (North) and conclude that the sub-phase is not required to provide any additional affordable housing above the affordable housing provided within Phase 1A (North) which comprised the Whitefield Estate Replacement Units (Part 1).

#### Wheelchair accessible units

The wheelchair accessible/adaptable units have been designed in line with the Wheelchair Housing Design Guide standards. The Section 106 within Appendix A of Schedule 13 sets out the relevant WHDG standards. The one criteria that could not be designed into the scheme was in respect of providing a covering to all disabled car parking bays since this would increase the amount of space around each bay to accommodate the structure required. Given the site is already very constrained, it was not possible to include the coverings in addition to the required level of car parking. This is the only element of Appendix A which has not been met, however given the short distances from the parking bays to the covered entrances of the blocks, the car parking bay coverings have not been deemed as essential to the successful design of wheelchair accessible/adaptable housing and Planning Officers deem this acceptable. A condition will be attached to the RMA approval for the accessible/adaptable units to be further assessed against the relevant criteria with dwelling plans to be submitted at a 1:50 scale.

### Lifetime homes

Residential development is required by Condition 36.5 of the outline permission, the RDSF (2.27 and Appendix 6) and the London Plan (2016) to meet Lifetime Homes Standards to ensure that the dwelling is appropriate for residents at all stages of their lifetime. Lifetime Homes Standards include 16 criteria. The residential floorplans have been assessed against all relevant criteria and are found to be in general compliance. Details of floorplans to a scale of 1:50 will be required via condition for assessment by the LPA against the lifetime homes standards and wheelchair accessible standards.

### Access

Due to the gradual level change of the site which is higher at the northern end, each access to the four blocks slopes to a varying degree from 1:28 to 1:100. These gradients are acceptable along their respective lengths and are in line with the Lifetime Homes Standards. The new southern vehicular access point which connects with Brent Park Road is in accordance with Parameter Plan 002 of the outline permission. This access is proposed as a shared surface and links the plot to the shopping centre on its eastern side. The eastern link which accords with Parameter Plan 003, is proposed only for pedestrians and cyclists and also provides an emergency vehicular route. The width of this route at 6.6m accords with Parameter Plan 003 which states that the minimum width of the route should be 6m. The proposal is also in accordance with the parameter 003 requirement that the building to building width in this location should be a maximum of 21m. The pedestrian access points at the north-east corner, southwest corner and south east corner are all at grade with their surroundings thus providing an appropriate route for wheelchair and less able users.

### Car parking

The s.73 Permission sets a maximum car parking standard for residential units of 1 space per unit with the intention to drop to 0.7 spaces per unit with the delivery of the new Thameslink train station.

The propose level of car parking at plot 114 is 40 spaces to serve the 52 units. This equates to 70% car parking provision which is within the maximum standard of 1:1. It is not possible to provide additional car parking due to the constrained nature of the site and the requirement to retain the bund along the eastern side of the plot for amenity on site, and separation from neighbouring dwellings. Officers consider the car parking ratio of 0.7:1 to be acceptable having regard to the delivery of the replacement bus station at Plot 103/104, provision of new cycle links, as well as the delivery of the new Thameslink Station which is to be completed by 2022 ahead of when the residential units on this plot will be occupied. The level of wheelchair accessible/adaptable parking spaces is in line with the relevant standards set out within Lifetime Homes standards and the Wheelchair Housing Design Guide requirements.

The new access road has been designed to allow for large vehicles to access the site including refuse vehicles, delivery trucks, pantechnicons and fire tenders. These vehicles are all able to access the site as well as turn to allow them to exit facing the direction of travel. Swept path analysis has been provided for all potential vehicles utilising the access road. Although the plans have not been submitted for approval, they have been assessed by LBB Transport and Highways and are found to be acceptable.

### Cycle Parking

The level of cycle parking provision is in line with the relevant standards and discussed in more detail within the Pedestrian and Cycle Strategy submitted against Condition 2.8 under reference 17/3089/CON which is pending determination and recommended for approval. The inclusion of secure cycle storage within each block provides a safe place for which residents can park their bikes and this will encourage greater use.

### Appearance

The stepping up of the residential units along the length of the buildings will not only overcome the level change across the site and therefore provide buildings of more equal height, but the step change reduces the potential for imbalance and overbearing design across the blocks. The entrances to each of the blocks are expressed as vertical circulation cores and the façade along each block is recessed in these locations, providing further articulation to the buildings and breaking up the western façade block by block to a more human scale of building.

Although the indicative material palette is acceptable, details of materials will be approved via a condition attached to the RMA approval.

### Amenity space

The play space strategy set out within the RDAS identifies the maximum radial walking distance that different play space typologies should be from a home: doorstep play space should be within 125m; neighbourhood play space within 400m; and community play space within 1,000m. Due to the constrained nature of the Plot, no dedicated play space is able to be provided on site. Plot 113 lies adjacent to Sturges Park and a new footpath linking the park to the plot is proposed. The distance between the new Plot 113 path and plot is 100m allowing Sturges Park to provide a convenient play space for the residents including doorstep, community and neighbourhood play spaces in line with the RDAS requirements.

Private amenity space is required to be provided by balconies, terraces, communal courtyards and private gardens. For the proposed units, private amenity space is provided on site and all ground level units have terrace areas. All upper level apartments have individual balcony space. One and two bed apartments should benefit from a minimum of 5sqm through a private terrace with a minimum depth of 1.5m. At grade terraces accessed from living rooms will be provided for all ground level units, and all upper level dwellings will have a balcony. All balconies exceed the minimum required depth and width of 1.5m and meet the relevant space standards within the London Housing SPG (2016). Balconies to four of the three bed six person apartments do not meet the relevant standards and provide 8sqm of private amenity space rather than 9sqm. These balconies have been scaled back to increase the level of sunlight and daylight to the units below and given the reasoning, this decrease is deemed acceptable.

### Landscaping

An existing green bund and mature trees run along the west of the site. The proposed layout of development on the plot has deliberately sought to retain the bund and the majority of the existing trees located within it as this provides a visual amenity and privacy screen for the existing homes that back onto the site from the west. The proposed layout is considered to provide the optimum balance of amenity and privacy for the existing and proposed

residential properties. A number of mature trees which border Plot 113 to the norther and western boundaries are to be removed since they have been assessed and found to be dead, dying or diseased. Further trees will be removed at the southern boundary to enable the emergency vehicle access to be constructed. The removal of these trees is assessed under pre-RMA condition 27.1 and 27.2 in relation to Phase 1B North under planning references 17/2163/CON and 17/2164/CON respectively.

#### Overlooking

The distances between the proposed and existing dwellings is approximately 35m and therefore provide sufficient distance to avoid overlooking of the properties. The retained bund and trees along the bund will also shelter the existing housing from the proposed development. To the south of the plot, there is also adequate distance between the existing and new homes and these are separated by the new access road which will provide sufficient distance to prevent a loss of residential amenity.

#### Sunlight / daylight

A sunlight daylight study has been carried out to assess both the Vertical Sky Component and ADF for Plot 113. A total of 292 windows required further VSC assessment and 137 windows required further assessment via the ADF index. The ADF index analysis found that 79 (28% of the total number of windows at the plot) did not meet the BRE criteria associated with this design configuration.

The availability of sunlight to buildings was also assessed on the basis of Annual Probable Sunlight Hours (APSH). The ASPH guidelines were met at the majority of assessment locations within Plot 113. The design of the plot was amended to increase the level of daylight and sunlight. After these amendments, 61 (21% of the total amount of windows) did not meet the BRE criteria. Of these windows, 48 are located on the eastern side of the plot where obstruction to daylight is due to the proposed Plot 110/111 massing. It should be noted that the majority of these windows are north facing and as such it is expected these would typically receive a reduce level of sunlight/daylight. The remaining 13 windows are located on the western side of the building where obstruction to daylight is due to the necessary pillars and concrete massing on the third floor balconies.

The retention of the bund and associated trees further reduces the level of light along the western façade windows, however the retention of the bund does provide screening for the existing adjacent dwellings to Plot 113 and is deemed an important feature to retain. It should be noted that the standards which are required to be met are guidelines rather than rigid criteria and as such numerical values are open to interpretation.

The site lies in an urban location and within an opportunity area earmarked for regeneration within the London Plan regional strategy. As such the daylight and sunlight levels should be considered within this context. On balance therefore, given the amendments made to the design to increase the level of daylight and sunlight within the dwellings, and given the urban context and surrounding proposed development in which Plot 113 lies, the assessment of daylight sunlight is considered to be acceptable.

Amenity areas are required to receive at least two hours of sunlight on the 21<sup>st</sup> March. The amenity spaces within Plot 113 receives 83% 'sun on ground' and therefore receives sufficient sunlight, passing the BRE guidance.

#### Lighting

Details of external lighting for Plot 113 will be submitted to the LPA via condition which will be attached to the RMA approval. These details are required to meet Lifetime Homes and WHDG requirements.

The plot has been designed to provide a safe and secure environment.

#### Summary for Plot 113

The proposed development at Plot 113 is largely in compliance with the parameters of the outline permission. The compliance of the detailed design proposal with the outline permission has been assessed from a planning and environmental impact perspective. There are no new or significant environmental impacts which arise due to the proposed development at Plot 113. From a planning perspective, the areas of discrepancy are minor in nature and are a consequence of the detailed design process which has led to a higher quality residential proposal. The minor aspects of exceedance include:

- Increase in floorspace
- Increase in width and height parameters
- Amendment to the location of the pedestrian entrance to Plot 113.

A condition 2.4 application has been submitted alongside this RMA which seeks a limited number of revisions to the RDSF to capture minor variations which have occurred due to the detailed design development of the Phase 1B (North) RMA scheme.

Given its location adjacent to Plot 101/111 and that the bund along the western boundary has been retained to provide a sufficient level of car parking, it is considered that the design of Plot 113 as amended due to initial assessments, is an appropriate response to its location and to the site itself.

Overall the proposal for Plot 113 is acceptable to officers subject to further assessment of materiality and the detailed layout of units against relevant spaces standards and wheelchair housing standards which are all to be conditions of the RMA approval.

#### **7.3.10 Living Bridge northern approach**

The northern approach of the Living Bridge presents a key node for the 1BN scheme and the wider BXC scheme, and as such presents an important pedestrian route and area of public open space.

The Living Bridge northern approach does not fall within the Critical Infrastructure for Phase 1B (North) and does not form one of the public Threshold Spaces. However, given the key location and open nature of this space, the development of the northern approach of the Living Bridge has been designed with special care and with the aim of creating an open area of public realm at a key location and nodal point within the wider BXC development site.



The northern approach provides direct access to the community facility building, to the shopping centre, to the upper levels of Plot 102 where leisure and restaurant uses are located, to the bus station, to the riverside walkway and more holistically it provides a connection between the northern and southern development areas of the BXC development site.

The western edge of the northern approach area is fronted by the sweeping façade of Plot 102. At the pedestrian level of the bridge, the façade includes a café frontage as well as lift access points. The northern area is glazed and forms the threshold entrance to the shopping centre and the eastern elevation is comprised of the corner structure of the community centre building of Plot 103. A generous level of seating of differing types will be provided in this area to encourage people to dwell within this green and landscaped area of public space.

The natural stone paving from the Living Bridge will continue through this area. Street furniture will also reflect the palette adopted along the bridge. The parapet design and materiality is an extension of the Corten angular parapet with mesh that was approved for the bridge.

The landscaping in this area is a continuation of the landscaping along the main length of the bridge which was approved under a separate application with planning reference 15/03312/RMA. Some minor amendments are proposed to the landscaping and planting of the approved Phase 1A (North) RMA 15/03312/RMA to ensure that the 1AN and 1BN landscaping and planting tie in seamlessly across the bridge. Planting proposed includes evergreen grasses so that there is an element of green along the bridge and at the northern approach all year round. Planting is also proposed to wrap around the staircase leading to the bus station.

### **7.3.11 Brent Cross Main Square**

Brent Cross Main Square is included in Parameter Plan 003 as public square M3 and of 0.35 hectares. Its location is at the heart of the 1BN scheme. The proposed layered square falls across the lower ground where this space will be used for public events, for seating and general relaxation for shoppers. At upper ground and first floor the square will fall over a void area however the spaces around the void will be utilised and activated. The configuration and shape of Brent Cross Main Square was altered several times as a part of the design development process until the proposed solution was settled on which presents the square with a curved edging which creates a more open area to that of an angular and rigid square shaped space. Plot 102 forms a dramatic back drop to the Brent Cross Main Square. To increase permeability and pedestrian access through the square which is arranged over lower and upper ground and first floor of the centre, walkways were modelled across the southern side of the Square at the upper ground and first floor. However these pedestrian links obscured the façade detail of Plot 102 and the walkways interrupted the sweeping fin arrangement of the elevational design. These walkways were removed and the proposed arrangement includes a pedestrian walkway around the square except for the southern edge at upper ground and first floor. The proposed use and layout is in compliance with the outline permission.

As the heart of the shopping centre, the square can be accessed by a number of different routes. Access is step free and inclusive in line with the Inclusive Access and Wayfinding Strategy (approved under Condition 1.26 for the BXC regeneration scheme). Further details on wayfinding will come forward under a condition attached to the 1BN RMA approval and will be in accordance with the approved Condition 1.26 Strategy.

The design of the Square is in line with the principles in the outline permission and the RDG states that the buildings surrounding the square will be of such a scale as to create a sense of enclosure. The design has achieved this through the use of brick piers and stone panels to help define the space. Paving and materials which are indicative at this stage, will reflect the materiality of external paving so that the external and internal elements of the shopping centre flow into one another to give the feel of an external environment within the covered parts of the shopping centre. The dome shaped roof covering will also add to this design principle.

Brent Cross Main Square will be well lit and be controlled by CCTV. Both lighting and CCTV details will come forward under a condition attached to the RMA approval. The proposed uses for the space at lower ground level will ensure the space is activated and the retail units flanking the space will also provide a sense of overlooking and surveillance.

### **7.3.1 Roof Design**

The proposed shopping centre scheme for 1BN incorporates a series of different roof coverings. Although the s.73 Permission does not restrict the inclusion of roof coverings within the extension to the centre, the aspiration of the outline consent was for an outward looking town centre with free standing roof structures covering the Brent Cross Main Square and some external streets.

The wording of the outline permission does not restrict roof coverings within BXE Development Zone. The RDAS states that new streets within the development and Brent Cross Main Square “may be partly or wholly covered”. The RDSF states that High Street North “may be partially or fully covered subject to achieving acceptable designs”. The LPA are satisfied with the roof designs presented which have been amended as a result of discussion between the LPA and the development partners through the pre-application design development process.

Although glazed entrances have been proposed, it has been noted that the outline permission makes no reference to the inclusion of entrance glazing. However, the glazed roof and thresholds would create a more comfortable and weather resistant environment which customers are guaranteed to use throughout the year. The temperature and environment can then be controlled within the centre to ensure a comfortable and convenient experience for visitors and as such is accepted by the LPA.

### **7.3.2 Threshold Spaces**

The 1BN shopping centre design has been shaped by demand of the modern shopping experience with all shops under one roof for convenience and comfort. For Brent Cross this

has led to a series of buildings connected with a roof covering and glazed entrances. As such the external parts of the Threshold Spaces at the entrances are key areas of public realm. Each has a different character and focus but all promote the outward looking nature of the shopping centre and help to link it to the wider Phase 1B North development area.

### Layfield Place

As required by the outline permission, the space proposed is 0.03 hectares in size.

As a result of design development during the pre-application stage amendments were made to the positioning of the pedestrian crossings which link into Layfield Place. The layout of the taxi layby to the northwest and various other adjustments to the location of planting and seating were also made. Officers are satisfied that the proposal optimises the space in relation to the various functions. The taxi layby is included in this area in line with the approved Phase 1A (North) RMA which identified an indicative layby in this location. The pedestrian crossing over the perimeter road has been placed to connect directly into the Threshold Space creating a direct visual and physical link into the shopping centre.

Officers consider that the proposed design for Layfield Place provides an attractive gateway space to frame the main western entrance to the shopping centre. Consideration of inclusivity is demonstrated through the design of the space. The proposed seating, planting and incidental play features are welcome and will create a space which people can enjoy and relax in. All street furniture within the space will take natural forms and materials to create a softer and more human scale to this Threshold Space and in so doing promote a usable space which enhances the outward looking nature of the shopping centre. The proposed seating is interesting and varied in form and design. A condition is recommended to be imposed on the RMA approval which requires a third of the seating in the space to include back rests and arm rests to provide for disabled and elderly users.

The proposed environment has been designed to ensure that the space is well used and activated, and planters and trees have been proposed at heights which avoid the creation of hiding spaces within Layfield Place. Other areas of Secure by Design principles include the configuration of the landscaping along the area between Plot 109 hotel and Layfield Place so that pedestrian flow will be promoted along the formalised pathway and raised planters prevent areas in which people can loiter.

Bollards incorporated at the edges of the space define the space and were a necessary feature which provides a defence line to hostile vehicles. Feature lighting will also be proposed for this area and details of this are to be conditioned along with wayfinding and signage features.

The proposed indicative materials are acceptable and complement the materials proposed within adjacent areas which fall within Phase 1A (North) for example the Living Bridge paving and the riverside walkway. Final details of materials will be conditioned under the RMA approval as outlined in Appendix 1.

### Fenwick Place

The proposed Threshold Space measures 0.05 hectares in accordance with the RDSF and in a location compliant with public space 'S8' on Parameter Plan 003. Officers support the proposals for riparian planting in the raised planters within the space as this reflects the areas proximity to the Riverside Park to the south and provides connectivity with the other public spaces of the scheme. The evergreen shrubs will ensure the space is greened throughout the year. The raised planters located to the outer edges of the Threshold Space provide a sense of enclosure and safety to this area of public space.

The indicative material palette for Fenwick Place is consistent with that of the other Threshold Spaces and the Living Bridge which will provide commonality with the open areas of public space within the scheme. Further details of proposed materials will be conditioned under the RMA approval.

Consideration was given to the inclusion of canopies within the space during the design development of Fenwick Place. It was felt that the canopies would interrupt the views of façade design and create a confusing elevation when viewed from the A406 and these were not included in the final design. The tree planting in this area will provide a light canopy which will allow filtered views to the Shopping Centre behind.

The incidental play area has been proposed at the southern side of the Threshold Space so that there is ample distance between the layby located along the northern edge of the space which gives physical separation to the two activities and provides play for children in the southern area, away from traffic and vehicles turning into the layby. Seating around the play area provides a place for parents and guardians to be close by and provides natural surveillance to the area.

The Threshold Space has been designed as safe and inclusive environment, with 4m wide footways in exceedance of the required 1.5m walkway in line with relevant guidance in the approved Condition 1.26 Inclusive Access and Wayfinding Strategy. The pedestrian route along the eastern boundary of the Threshold Space overcomes the ground level differences of the site and provides a route which can be used by all including wheelchair users. The gradient of this route is 1:50 which is considered acceptable, particularly given the level of seating provided in and around the area. Pedestrian routes are well defined and therefore prevent loitering in less well used spaces.

Seating including oversized pebble seats and wooden seating creates a link between the other Threshold Spaces and the Riverside Park and River Park to the south; while café style seating and tables will further activate the area and encourage people to use the space. The seating design will be conditioned to ensure that a third of seating within the Threshold Space is provided with a mixture of arm rests and back rests to meet the needs of disabled users, in line with guidance from the Inclusive Access and Wayfinding Strategy approved under condition 1.26 of the outline permission. Bollards have been designed along the edge of the space where it meets the highway to provide a defence line to hostile vehicles.

The Threshold Space is in close proximity to the pedestrian and cycle route which runs along its eastern side; the open sided valet and taxi rank adjacent to the north; and the

eastern entrance which the space fronts. Officers are satisfied that the space will therefore be well occupied and traversed resulting in natural surveillance of the area.

#### Fenwick cladding

The Fenwick building is a part of the existing shopping centre and therefore works to the internal aspects of the building do not require planning permission. However, the proposed cladding of the building will sit around the existing cladding structure of the building and therefore form an over-clad. Planning permission is required for the cladding which will fall outside the remit of the existing shopping centre boundary, and this element is being sought under the 1BN RMA. The resultant design is acceptable and welcomed by LBB Officers. The new glazed walkway will provide covered access between the Eastern Car park and the shopping centre, and will allow for overlooking of Fenwick Place. The chosen material of glass will stand out amongst the natural tones and materials utilised for the other façade designs within the scheme to achieve a suitable façade for the status of the building. As a feature building, it will be of contrast to the surrounding buildings along the south eastern elevation of the scheme, drawing attention to the building from longer range views. The façade design also provides a dramatic backdrop to Fenwick Place.

#### Tempelhof Place

Tempelhof Place is sized in line with the outline permission and located in accordance with Parameter Plan 008 of the RDSF at location S9. To overcome level changes between the internal area of the shopping centre and the external open space, stepped access has been proposed. An alternate access route has been provided via a graded ramp with a width of 1.5m. The ramped access proposed accords with the principles of the Inclusive Access and Wayfinding Strategy for BXC (approved under Condition 1.26). The proposed planting is welcome and although scaled back due to retention of visibility splays along the highway, provides some softening of the environment in this location and creates an attractive gateway to the centre. Materials for this area will be conditioned under the RMA approval.

#### High Street North

The proposed location of High Street North is in line with Parameter Plan 003 and access to the existing centre will be possible following refurbishment: the existing Mall 3 will link in with the eastern extent of High Street North to create a seamless mall route as per the RDAS design principles. Access to and from the High Street North mall as well as vertical circulation between levels will be step free. The route at upper ground level will be part of the 24 hour pedestrian network within the scheme and enable direct access down to the 24 hour bus station at lower ground level. The design of High Street North creates interest and character which will be unique to Brent Cross Shopping Centre. Although materials for the centre are to be conditioned, the indicative palette is welcomed by LBB Officers as it provides materials which promote the sense of an external environment which the outline permission seeks to achieve within the centre as part of the aspiration for an outward looking town centre.

### **7.3.3 Community Facility**

Access to and from the Community Facility will be step free and internal access is also step free and in compliance with the principles of the outline permission. Although not identified

within the RDSF as a potential use for this plot, Officers believe the location of the community use in Plot 103 is acceptable. The scale of the building proposed is in accordance with the parameters set out in Appendix 10 of the RDSF. The community facility occupies a prominent position within the 1BN scheme. It forms a book end to the development of the scheme which sits to the east of the Living Bridge and provides a landmark at the junction of the key buildings in this location including the bus station, Living Bridge Threshold Space, and community facility itself. The view of the northern approach of the Living Bridge will accentuate the contrast between community building to threshold glazing and then the M&S building. This combination of buildings and design works well and provides a consistent natural theme through colouring of the materiality but welcome contrasts between the angular community building and threshold glazed area, and the more free flowing curvature of the M&S building. There will be signage above the entrance to identify this building which is subject to a separate advertising consent application.

#### **7.3.4 Neighbourhood Police Unit**

The Neighbourhood Police Unit is provided as a part of the Phase 1B (North) Critical Infrastructure. It is defined within the Section 106 as:

*“Neighbourhood Police Unit (Brent Cross East Zone)” means the police unit of up to 93sqm to be provided within the Brent Cross East Zone in accordance with paragraphs 2.35 – 2.36 of the DSF (or up to 186 sqm if a single unit is provided for the Development within the Brent Cross East Zone) in accordance with paragraphs 8.1.2 and/or 8.4.3 of Schedule 2 to this Agreement”*

The Section 106 requires the police authority to confirm in writing to the Brent Cross Partners (the applicant) their preference for a larger single unit with a gross external floorspace of 186sqm in the southern development of the Brent Cross regeneration area, or within the Brent Cross East Development Zone. The applicant has engaged with the Metropolitan Police who have requested a smaller unit to be provided within the southern development zone and a small unit within the northern development zone due so that the large extent of the BXC regeneration zone can be adequately covered. As such, the proposed facility is 90sqm to be located within Plot 106. The unit represents a mitigation measure to deal with the impacts of development as set out at the 2014 outline permission stage.

#### **7.3.5 Eastern and Western Brent Riverside Park and River Brent Nature Park (NP4)**

The planning history and support in principle for the development proposals is long established. Nevertheless, the current proposals must in the first instance be assessed against the 2014 planning permission documents, including any relevant planning conditions attached to that permission that may impact on or control the proposals.

Paragraph 3.24 of the Revised Development Specification and Framework (RDSF) addresses the diverted river Brent:

*The following paragraph addresses Reach 1:*

*“Modifications to the eastern section of the river as well as adjacent to existing and new highway infrastructure, including removal of the existing channel structures and widening of the river corridor to create a multi-stage trapezoidal channel with natural bed type and a semi-natural bedform;”*

*And Reach 3:*

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

Parameter Plans 003: Public Realm and Urban Structure and 011: River Brent are also relevant to the landscaping of Reaches 1 and 3 and which identify the significant enhancement to the current River Brent corridor by way of the river diversion. Parameter Plan 003 defines the general location of the Riverside Park and establishes the location of Nature Park 4 to the west of the Reach 3.

Parameter Plan 011 defines the extent of the three different reaches proposed, the general width of the riverside park, different user group access points and the vertical connection between the Riverside Park and Living Bridge/Bus Station. The location of walkways and crossing points are also identified. Such details have been approved under Phase 1A (North) Reserved Matters.

The RMA must also accord with the planning conditions attached to the Section 73 Consent. The Section 73 Consent contains specific conditions requiring submission of further details pre-commencement or compliance with the terms of the condition.

With this in mind, it will be noted that conditions 44.2 - 44.4 of the Section 73 Consent relate specifically to the diversion of the River Brent and associated works. Condition 44.2 is a pre-commencement condition and states that no development is to take place within Phase 1 or any sub phase or phase unless and until details of the River Brent alteration and diversion works relevant to phase 1 have been submitted and approved; the details are specified in the condition and include for example details of flood storage and a scheme to provide a return overland flood flow route from the flood plain on the North Circular Road to the River Brent.

Condition 44.3 is a restrictive condition requiring no storage of materials within the River Brent corridor during construction.

Condition 44.4 is also a pre-commencement condition and states that no development will begin within Phase 1 (or Sub Phase of Phase 1) or any other Phase unless and until a geomorphological assessment and scheme demonstrating, for that element of the River Brent Alteration and Diversion Works relevant to such Phase, that the realignment of the River Brent is sustainable, shall have been submitted to, and approved in writing by, the LPA.

In addition, Condition 44.5 – 44.9 relate to surface water drainage and 44.5 requires that any Sustainable Urban Drainage System to be submitted for approval in accordance with Condition 1.27 in relation to each Phase or Sub- Phase shall be integral to the site and

ensures a commitment to a minimum 25% reduction in surface runoff of current 1 in 100 year flow plus 30% for climate change through incorporation of SUDS features, such as Green and Brown Roofs, detention basins, gravelled areas, swales, permeable paving and pipe storage. It must be demonstrated that SuDS have been maximised across the site, with justification provided if targets set in the London Plan cannot be met.

Condition 44.10 relates to the Water Framework Directive and states that no development shall begin within any Phase or Sub Phase until a detailed Water Framework Directive Assessment examining the impacts to the watercourses on site and associated mitigation measures has been submitted to, and approved in writing by, the local planning authority. The scheme shall be implemented as approved.

It should be noted that the development has been subject to previous Flood Risk Assessment during the 2010 permission and the Section 73 Consent as well as including an addendum to the s73 Flood Risk assessment within Phase 1A (North) Reserved Matters Application 15/03312/RMA.

Landscaping proposals include the removal of the existing vegetation screening to the rear of the properties along Brent Park Road. To address the visual and noise impact given the location of these properties in relation to the edge of the M1 slip road and A406 to the south, replacement tree planting of Oak, Willow and Poplar of circa 8m in height along the northern edge of the Riverside Corridor is proposed. This mitigation proposed is considered by Officers to form an acceptable replacement screen to the rear of these properties with trees of sufficient maturity.

This managed planting will be an improvement over the current self-seeded vegetation in this area and will mature with time to re-establish a solid green screen to these properties. In addition, planting to the southern bank in Nature Park 4 will further screen views in particular to the westernmost end of the reach where the M1/A406 is in closest proximity and where a rise in levels will increase the effective screening of the planting to the south of the Riverside Park.

The 'sustainable development' imperative of NPPF 2012 includes enhancing the natural environment and improving biodiversity (para 7). London Plan 2011 policy 7.19 states that development proposals, where possible, should make a positive contribution to the protection, enhancement, creation and management of biodiversity. One of the principal aims of this application is to significantly enhance local habitats, landscaping, ecology and biodiversity.

One of the key aims of the river diversion is to improve local bio-diversity within the riverside park environment. The creation of a marginal wetland environment associated with the river will help facilitate this aim.

The development proposals relative to reaches 1 and 3 include a number of measures designed to specifically improve bio-diversity; these can be summarised:

- Bird tunnels – to provide habitat for kingfishers and sand martins;
- Log piles/insect hotels;



- Bird boxes;
- Bat boxes; and
- Invasive species – (programme of removal);

These features are provided throughout Riverside Park. Details of the provision of bat and bird boxes for example have already been included in the Infrastructure RMA where they will be incorporated into the proposed bridge structures. A condition has been applied requiring further bat and bird box locations to be agreed by the Local Planning Authority.

The landscaping of reaches 1 and 2 of the River Brent will result in a significant improvement to the ecology of the area providing a naturalised river corridor including native, marginal and aquatic planting. Nature Park 4 will provide additional Ecological improvements with Crab Apple trees, provide important links in the food chain for many animals, as well as areas for shelter and nesting. The retention of an existing band of trees along the southern boundary with the M1 Slip/A406 will provide a reservoir for existing wildlife in the area as well as having a screening effect to the boundary reducing noise and air quality impacts from the road.

Conditions requiring details of lighting to public areas of Phase 1B (North) have been attached to this recommendation. Within the Riverside Park in particular Such details will have to consider potentially competing issues of security and environmental impact. Such details will be required to be approved prior to operation of the new shopping centre. Further security issues will also be addressed by a condition requiring details of CCTV coverage and through the Estate Management Framework for Phase 1B (North) currently under consideration by the Local Planning Authority.

A condition requiring details of the Environment Agency access ramp will address the accessibility of the Riverside Park in reach 3 by ensuring that the ramp doubles as a pedestrian and wheelchair route. Other points of access include a lift and further ramped access within Reach 2 which have already been approved.

The Brent Riverside Park will be managed and maintained by the Brent Cross Development Partners in perpetuity whilst the river channel itself will remain the responsibility of the Environment Agency.

It is therefore considered that the landscaping proposals for Reach 1 and Reach 3 of the Riverside Park confirm to the Parameter Plans and s73 Permission. In addition, the proposed development will continue to need to comply with all relevant pre-commencement conditions attached to the s73 planning permission and those resulting from the approval of these reserved matters details.

### **7.3.6 Sturgess Park Improvements**

The RDSF identifies Sturgess Park for enhancement through new formal play facilities and informal green space. The park improvements identified within the Design Guidelines include play areas, gardens, informal sports and nature areas for surrounding residents as well as visitors to the Brent Cross Shopping Centre.

The proposals for Phase 1B (North) have been developed to ensure that there is optimum access for all. Reference should be made to the BXC Inclusive Access Strategy (Condition 1.26). Pedestrian circulation routes have been developed in accordance with the requirements of the inclusive access strategy, providing suitable sized and graded routes.

Inclusive seating elements are to be provided along pedestrian routes and will be no more than 50m apart.

Play facilities are separated by age group with under 5s provision at the southern end of the park, closest to two existing entrances and the proposed new entrance. This play area will make the most of its location beneath existing trees, with both formal and more natural play provision, a boundary fence ensures no access for dogs. .

The provision for 5-12 year olds will be located in the centre of the park, providing a selection of multi-use play equipment. These are shown to include including climbing frames and basket swings, though will be subject to detailed approval by condition.

The activity area for 12+ year olds will include a basketball hoop, and minor ramps for skating.

The provision of these new play facilities within the park represents a significant enhancement over the existing provision and will lead to increased use and activity.

The tree survey identified that there are a number of trees which need to be removed within the existing park, irrespective of whether any development goes ahead, because they are dead, diseased or dying, and will become dangerous in the near future. This includes a row of 17 no. Poplars on the eastern boundary, removing these will have a significant visual impact due to their size and number.

In order to maintain screening to the western boundary in recognition of a public consultation undertaken with local residents there is no tree removal proposed to the western boundary with the rear gardens of properties on Sturgess Avenue. To reinforce the planting on this vegetation the planting of a native hedge is proposed to the northern and western boundaries.

The focus of the improvements to this park is largely upon play facilities and other provisions to increase activity in this area, however the inclusion of damp grassed areas in the swales and introduction of woodland wildflower planting to the edges of the park along with bird and bat boxes and log piles will also improve the ecological value of this green space. Concerns over increased noise and potential anti-social behaviour were raised by residents of adjoining Sturgess Avenue. The proposals to incorporate a native boundary hedge and to clear out the understorey growth to provide clear sight lines into and out of the park will help to mitigate such impacts. The best measure to prevent antisocial behaviour is to make the park more attractive to other users so that it can be active as much as possible.

## **7.4 Transport, Access and Parking**

The highway impacts of the overall scheme were assessed in the Section 73 Transport Assessment using the previously approved Brent Cross Transport Model (BXCTM). An updated assessment was carried out in more detail as part of the preparation and assessment of the highways infrastructure works in Phase 1A (North) using the Brent Cross Detailed Design Model (BXC-DDM).

A Phase 1 Phase Transport Report (PTR) has previously been approved under Condition 37.2. (Ref 15/00812/CON). The PTR covers the entire Phase 1 area north and south of the A406 which extends to circa 370,000sqm of development floorspace which includes 1,840 residential units. The PTR assessed the traffic impacts of the development within Phase 1 as a whole.

Monitoring the impact of the development is controlled through a Monitoring Strategy. This is a condition that is required to be discharged prior to commencement of the development and the exact detail will be agreed with planning and transport officers. However, in broad terms, this will involve traffic and other transport surveys being undertaken on a regular basis to help understand the on-going impacts of the development, inform future reserved matters applications and assist in the development of any further mitigation measures.

Additionally, there is a control mechanism included in the scoping of each Phase Transport Report that ensures that the impacts of the Development remain within the overall predictions identified in the Section 73 Transport Assessment. If there are any adverse impacts identified through the monitoring then the scoping of the next Phase Transport Report must propose Supplementary Transport Measures in order to provide further mitigation.

A Reserved Matters Transport Report (RMTR) has been submitted for Phase 1B (North). This addresses the technical requirements of the proposed scheme covered by Phase 1B (North) and the relevant topics are described under the headings below.

### **7.4.1 Roads and Junctions**

The majority of the road infrastructure improvements associated with the Brent Cross North development scheme have been approved under the Phase 1A (North) reserved matters. Vehicles will have new and improved access to and from the Brent Cross Shopping Centre and to the Southern development including a new slip road directly from the improved western roundabout onto the A406 and a new slip road for traffic exiting the A406 from the west, connecting via the A41 junction to the new eastern roundabout. Traffic from the A406 east will be able to access the Brent Cross Shopping Centre directly via the A41 junction, thus avoiding Tilling Road and Tempelhof Bridge.

The Phase 1B (North) highway proposals therefore represent the interface between the Phase 1B (North) development plots and their accesses and the Phase 1A (North) highway network and/or the existing highway network.

Delivered as part of the Phase 1A (North) between the western and eastern roundabouts for Brent Cross Shopping Centre, Prince Charles Drive will provide access to the basement service area as well as the new bus station and the plots which form Phase 1B (North). Prince Charles Drive is for vehicles only and there are no pedestrian or cycle facilities proposed on this route.

#### **7.4.1     Access**

##### Northern Car Parks Access

Access to the Northern Multi Storey Car Parks will be as the existing arrangements via the mini roundabouts from the Brent Cross Shopping Centre perimeter road. New barriers will regulate access and egress of vehicles to and from the car parks. There are a number of entry and exit points to the car parks as follows:

- Entry / exit from mini-roundabout on the west side of BXC;
- Exit to the mini roundabout on the NW side;
- Entry / exit to the mini roundabout to the North;
- Entry at NE mini-roundabout;
- Exit slip NB only to the west of the car park, and
- Entry / exit at SE mini-roundabout.

##### Western Car Park Access

The western car park is to be accessed from the Brent Cross Shopping Centre perimeter road which is a two lane carriageway in both directions with a central reservation in the vicinity of the access and is subject to a 15mph speed limit. The access to the western car park is formed from a left in/left out only arrangement onto the westbound carriageway of the perimeter road. This access provides a single lane entry and exit to/from the Western Car Park which widens internally to provide a three in/three out barrier control system. Footways are provided adjacent to the westbound carriageway with tactile paving and dropped kerb crossings for pedestrians to cross the car park access road. In addition a staggered zebra crossing with a refuge island (delivered in Sub-Phase 1A (North)) provides a north/south link for pedestrians to the east of the access and pedestrian access to Sturgess Park in the north of the development.

##### Eastern Car Park/Taxi Valet Parking Accesses

The eastern car park is also to be accessed from the Brent Cross Shopping Centre perimeter road with the access formed from a left in/left out only arrangement onto the westbound carriageway. This access provides a single lane entry and exit to/from the Eastern Car Park which widens internally to provide a three in/three out barrier control system. Footways are provided adjacent to the building line of the eastern car park with tactile paving and dropped kerb crossings for pedestrians to cross the car park access/egress road. In addition a zebra crossing (delivered in Sub-Phase 1A (North)) provides a facility for pedestrians to cross the perimeter road and access the subway underneath the A41.

Access to a taxi and valet parking facility within the eastern car park is provided, via a left in/left out only arrangement onto the eastbound carriageway of the perimeter road. This access has a single lane entry and exit to/from the facility providing covered taxi rank facilities and valet parking drop off/pick up spaces for customers.

Adjacent to the eastbound carriageway a pedestrian and cycle shared use facility is proposed east of the access. This terminates in advance of the uncontrolled pedestrian crossing (dropped kerbs, a central island and tactile paving), where cyclists are required to dismount. To the west of the access junction a wide pedestrian footway is provided which links to the Fenwick Place Threshold Space.

#### Southern Car Park Access

The southern Multi Storey Car Park is proposed above the new Brent Cross Bus Station with entry/exit to the car park provided via the western arm of the new four arm signalised roundabout (delivered in Sub-Phase 1A (North)) which connects the new realigned Prince Charles Drive with the Brent Cross Shopping Centre perimeter road and provides a link to the A406 North Circular and A41 Hendon Way. The entrance to the car park will take the form of a spiral ramp up to the higher level parking floors where the first entry barriers are, hence providing a considerable length of stacking distance for any short term queues at the barrier. The proposed variable message system will also redirect cars to other car parks should the car park become full or should any queues become excessive and risk tailing back down the ramp to the roundabout. Three sets of entry barriers are provided at first floor level and three sets of exit barriers are provided on the second floor level.

Pedestrian crossing facilities across the access/egress are provided in the form of dropped kerbs and tactile paving allowing pedestrian access between the Fenwick Place Threshold Space, the River Brent Park via stairs/ramps and the new Brent Cross Bus Station.

#### Plot 113 Residential Access

Vehicle access to the residential Plot 113 development will be provided via a priority junction with Brent Park Road, which connects to Layfield Road and Dallas Road to the west. These are all residential streets and subject to a 30mph speed limit.

Emergency vehicle access is provided through a separate route to the south of the development which connects the Brent Cross Shopping Centre perimeter road to Brent Park Road. Pedestrian crossing facilities across the access/egress are provided in the form of dropped kerbs and tactile paving.

#### Plot 101 Energy Centre/Cycle Hub Access

Vehicle access to Plot 101 Energy Centre is provided by a priority junction with Prince Charles Drive. In the vicinity of the access Prince Charles Drive is a single carriageway road subject to a 30mph speed limit.

Pedestrian crossing facilities across the access/egress are provided in the form of dropped kerbs and tactile paving providing pedestrian access from the east.

### M&S Click and Collect Access

The M&S Click and Collect facility is accessed by the aforementioned Plot 101 vehicle access via a priority junction with Prince Charles Drive. A height restriction barrier is provided in advance of the M&S Click and Collect facility and to the east of the pedestrian crossing facilities to restrict the size of vehicles that can gain entry.

### Basement Servicing Facility Access

Vehicle access to the Basement Servicing Yard is provided by a left-in access only arrangement which is controlled for security reasons by PASS 55 rated rising bollards. On approach to the entrance an ANPR camera will read the number plate of the vehicle and check the details against the pre-booked database. If the number plate is matched and the arrival is within the tolerance specified, the rising bollards will open and the vehicle will enter, with the vehicle not needing to stop if it is cleared for access. Vehicles exit the facility via a give-way arrangement with Prince Charles Drive.

If the vehicle is rejected because it is not matched or is too early/ late, automatic signage at the entrance will instruct the vehicle to report to the 'rejected vehicle reception area', where the reason for rejection can be discussed with the driver and rectified where possible. Rejected vehicles exit via a left-out give-way arrangement onto Prince Charles Drive.

Pedestrian crossing facilities across the access/egress are provided in the form of dropped kerbs and tactile paving providing east/west pedestrian access.

### Hotel Access

The Western Hotel site will have vehicle access through the provision of a left in from Tempelhof Avenue and left out onto the Brent Cross Shopping Centre perimeter road priority junction.

Access will be restricted to servicing/delivery vehicles, taxis and coaches.

Pedestrian crossing facilities across the access/egress are provided in the form of dropped kerbs and tactile paving providing east/west pedestrian access.

#### **7.4.1 Car Parking**

Under the s.73 Permission 7,600 car parking spaces are allocated for retail and related uses within the BX East Development Zone.

The proposed retail and leisure car parking for 7,600 vehicles will be located within 4 multi storey car parks. These will comprise of the existing northern MSCP and three new MSCPs (East, West and South).

A fundamental principle of the strategy for the control of travel to and from the area is to discourage those who have a reasonable alternative to travel by car. It is recognised that the availability of car parking spaces, both at the beginning and end of a journey, has a considerable influence on mode choice. The car parking management strategy seeks to

manage car parking at a level where reasonable car use is accepted but unnecessary car travel becomes unattractive.

Car parking charges at Brent Cross Shopping Centre will be introduced on the date upon which High Street North has been practically completed and opened for access to the public, as set out in paragraph 2.1 of Schedule 16 of the Section 106 Agreement, reproduced below:

Parking Charges:	3-4 hours: £2.50	6-7 hours: £12.00
0-2 hours: £1	4-5 hours: £3.50	7-8 hours: £14.00
2-3 hours: £2	5-6 hours: £6.00	8 hours plus: £30.00

There is a requirement to review these parking charges with the Local Planning Authority every 3 years.

An 'flat rate' charge is proposed for evening to reflect the extended leisure activities within the proposed shopping centre development such as the restaurants, bars and cinema uses.

It is also proposed to allow Blue Badge and disabled drivers an additional hour of time. For example when they pay for an hour they will be allowed to park for two hours.

The whole BXC site (northern and southern developments) within the red line boundary will be a designated Controlled Parking Zone (CPZ) and all residents and visitors within the area will be given the opportunity to be issued with resident/visitor parking permits. Any new residents provided with the opportunity for dedicated off-road parking will normally be excluded from applying for on-street residents parking permits.

The decision to introduce any other new Controlled Parking Zones or extensions to existing ones outside the red line boundary, whether related to construction activity or due to the resultant development, is controlled through the Section 106 (schedule 3), and other elements of the framework of control. Any new or amended CPZ will need careful consideration, involving the Transport Advisory Group (TAG) as appropriate, and will be subject to comprehensive monitoring prior to and post implementation.

#### **7.4.1     Taxis**

Two new taxi ranks will be provided as part of Phase 1B (North). The first is provided around the northwest corner of the development to the north of the new western roundabout on Prince Charles Drive (adjacent to the John Lewis department store). The taxi rank will be able to accommodate 11 taxis with further kiss and ride provision (four bays) provided. The second facility is located within the valet parking area of the eastern car park building and provides rank facilities for 10 taxis. Additional kiss and ride facility is provided in the form of a layby adjacent to the Fenwick Place Threshold Space and at the Western Hotel.

The proposed taxi provision represents an increase over the existing provision, where nine taxis can currently be accommodated within the formal taxi pick-up/drop-off area on Prince Charles Drive. The taxi provision is located in close proximity to the shopping centre and its main pedestrian accesses. It is therefore considered that the proposed taxi provision offers

an improvement over the existing situation and will adequately provide for the additional demand which will be generated by Brent Cross Shopping Centre.

#### **7.4.1 Replacement Bus Station**

The main item of transport infrastructure associated with Sub-Phase 1B (North) is the replacement of Brent Cross Bus Station. The detailed design of Transport Interchange T2 (Replacement Brent Cross Bus Station) has been developed in consultation with the London Borough of Barnet and Transport for London and is in accordance with the parameters and principles of the s.73 Permission.

One of the key aims of the BXC scheme is to establish and grow a pattern of increasing use of public transport for everyday activity in and around the local area that will be led by better interchange facilities and enhanced bus service provision. This will start to create capacity that will be continued during later phases of the scheme including a step-change in public transport provision associated with the new railway station. A crucial issue is the ability to maintain the capacity of the public transport networks such that they remain attractive modes of travel for new and existing travellers in the area.

The new bus station will be situated immediately south of Brent Cross Shopping Centre forming part of the southern building plot. Bus only access is provided in the form of an entry only priority junction with Prince Charles Drive. This allows access from both east and west directions with a ghost island right turn lane (approximately 30 metres in length) provided for bus routes arriving from the east. Buses exit via an exit only approach to the signalised junction with Prince Charles Drive located at the eastern end the bus station. In the vicinity of the access, Prince Charles Drive is a single carriageway road subject to a 30mph speed limit. No pedestrian facilities are provided along Prince Charles Drive or across the access/egress to the bus station. Alternative east/west facilities are provided elsewhere.

An obvious and direct pedestrian route between the shopping centre and the bus station is proposed. There is also a 24 hour pedestrian route to the bus station. A pedestrian route provides access from the Living Bridge to the Bus Station and on to Fenwick Place via the upper riverside walkway. There is also a connection to the river corridor via stairs at either end of the concourse and a lift to the west.

The layout of the bus station is arranged such that passengers and customers are contained on a peninsular at the front of the Bus Station without desire lines to cross the bus vehicle areas.

Along the southern edge of the undercroft, the passenger peninsula is articulated with a series of bus shelters and informal seating areas creating a sequence of waiting spaces. The bus shelters with seating in concrete, timber and bronze, are designed to be robust and offer a wide range of seating solutions to satisfy the customers' needs. Informal seating, in concrete and timber, is also provided.

The passenger peninsula extends beyond the undercroft, where a low level canopy provides protection from the elements. Information areas with display panels and digital screens are provided at regular intervals along the concourse and will add to the legibility of



the space. An information pod, in timber and bronze painted steel, is located next to the entrance/exit to Brent Cross Shopping Centre.

The bus Station is carefully segregated to separate passenger flows from vehicle routes and to separate staff and public areas to avoid any requirement for the public to enter into areas where they could potentially be at risk from vehicle movements.

The bus station requires support facilities for both the TfL and bus operating company staff. These have been positioned in space around and below the spiral car park ramps at the east end and include a mess room and TfL toilet facilities. In addition space for disabled toilets has been provided at the west end of the bus station.

The layout of bus pickup and set-down points concentrates all public movement into one zone that has a safe, direct at grade link to the retail area.

#### **7.4.1 Pedestrians**

The Sub-Phase 1B (North) development will sit centrally within the Sub-Phase 1A (North). Pedestrian and cycle links/infrastructure will provide connections with the wider masterplan area and surrounding community.

Based on the principles within the Pedestrian Comfort Guidance for London Guidance Document (TfL, 2010) the effective 'comfortable' throughput for each link has been calculated and compared to the TfL pedestrian comfort level (PCL) B+, the recommended level of comfort for most area types. The table demonstrates that the proposed footway widths within Sub-Phase 1B (North) are likely to comfortably accommodate pedestrian flows in excess of what are likely to be observed.

#### **7.4.1 Cyclists**

The proposed Phase 1B (North) cycle parking provision will provide a total of 442 cycle parking spaces across the site, which is in excess of both the TfL and BREEAM standards. These will be for use by both visitors and staff. Cycle parking will be provided in well-lit and prominent viewable/ overlooked areas. Showers, changing facilities and lockers will also be provided for use by staff of the shopping centre.

Separate to the above, private cycle parking facilities will be provided for the residential development (Plot 113) with a total provision of 45 cycle parking stands equating to a total of 90 cycle parking spaces.

A bicycle hub will provide numerous facilities to assist cyclists with accessing the shopping centre, as well as to access surrounding key destinations and other locations. The bicycle hub will be located on Plot 101.

Three cycle links are proposed as part of the Phase 1B (North) network:

- A shared pedestrian / cycle route from Plot 113 across Sturgess Park;

- A shared pedestrian / cycle link to the Northern Trolley Park cycle parking area from Hendon Way, and
- A shared pedestrian / cycle route along the western reach of the River Brent towards Brent Park Road.

The key cycle links which will provide direct connections to the Phase 1B (North) development are summarised below:

- A key link providing a continuous off-road north/south pedestrian and cycle link between Phase 1B (South) and Sturgess Park (via a series of segregated and shared footway/cycleways and toucan/tiger crossings);
- Connections with the surrounding networks at the Shirehall Lane roundabout, the Prince Charles Drive Eastern Roundabout; Sturgess Avenue, Layfield Road, the Prince Charles Drive Western Roundabout, Tempelhof Bridge and the Living Bridge;
- A pedestrian and cycle link alongside the River Brent between the A41 and the Western Roundabout;
- A pedestrian and cycle link alongside River Brent Corridor from the Western Roundabout to Brent Park Road (and the M1 underpass);
- Tempelhof Bridge;
- Pedestrian and cycle links on northern and southern sides of Staples Corner/M1/A406 junction, and;
- Cycle and pedestrian link through Sturgess Park.

## **7.5 Energy and Sustainability**

Energy proposals for 1B (North) must comply with the overarching BXC Energy Strategy approved under Condition 35.6 (with planning reference 14/08106/CON). An Energy Strategy Statement of Compliance accompanies the RMA and confirms how key requirements of the BXC site wide Energy Strategy are being met by the proposed scheme.

Key requirements include the achievement of a 40% CO<sub>2</sub> reduction against Building Regulations Part L 2010 compliant scheme for residential uses and a 25% reduction for non-domestic elements. To achieve this, the 1BN scheme will require all residential development to be connected to the 1BN CHP proposed at Plot 101. The CHP will provide heating to the dwellings, but there is no requirement for cooling to be provided. The landlord (Hammerson Standard Life) will provide the necessary infrastructure by way of sleeved district heating pipework to each plot boundary for non-domestic building plots to connect to the CHP, however units will only connect if they elect to do so.

Where there are shortfalls in achieving the 40% carbon emissions required against part L for the residential development, these will be addressed using PV panels which have been

proposed on the roof of Plot 113 dwellings. To ensure compliance with the Energy Strategy, a condition is attached to the RMA approval to demonstrate how the 25% reduction in CO2 emissions against Part L (2010) will be met for non-domestic units.

The energy centre has been sized to accommodate the mechanical plant and kit to deliver the peak heating and cooling loads of the Phase 1B (North) development. The peak heating load has been assessed for landlord areas within the existing and new shopping centre, all retail and leisure units within the centre extension, the 52 units at Plot 113, and residential development earmarked at Plot 114 which falls in Phase 2 of the BXC scheme. Although the CHP is designed to meet the requirements of all units, it is proposed that certain units will require their own plant equipment, for example leisure uses will require their own cooling equipment installed as part of their fit out due to the large variation in possible cooling load dependant on the final tenant use. Although tenants may not elect to connect to the CHP, they will still need to meet the requirements set out in the Energy Strategy and the Energy Strategy Statement of Compliance for 1BN.

## **8 ENVIRONMENTAL IMPACT ASSESSMENT**

### **8.1 EIA Legislation and Procedure**

The EIA procedure in the UK is directed by the Town & Country Planning (Environmental Impact Assessment) Regulations 2011(as amended 2015). Regulation 8 of the EIA Regulations requires local planning authorities to consider whether or not the environmental information already before them (i.e. the ES approved under the s.73 2014 outline permission F/04687/13 and additional environmental information approved under the Phase 1A North RMAs) is adequate to assess the environmental effects of the development. To demonstrate the continued acceptability of the ES associated with F/04687/13 in the context of the detailed reserved matters applications for Phase 1B (North) an Environmental Statement Further Information Report (ES FIR) has been submitted.

A Scoping Opinion application was submitted to LBB under reference 17/0356/ESC dated 29<sup>th</sup> March 2017 and was accepted by the council subject to further information being included within the ES FIR as requested by the statutory consultees and other independent EIA consultees. The Scoping Opinion issued by the LPA confirmed that the impact of the development should be assessed against the following environmental issues:

- Land Use
- Land Use Planning
- Traffic and Transport
- Socio-Economics
- Noise and Vibration
- Landscape and Visual
- Ecology and Nature Conservation
- Water Resources and Flood Risk
- Archaeology and Cultural Heritage

- Air Quality and Dust
- Ground Contamination
- Waste
- Wind
- Daylight, Sunlight and Overshadowing
- TV Radio and Mobile Phone Reception
- Carbon Dioxide Emissions
- Intermediate Years Assessment
- Cumulative Impacts
- Residual Impacts

## **8.2 Environmental Statement Further Information Report**

The ES FIR for the Phase 1B (North) RMA was submitted in May 2017 prior to the updated EIA regulations coming into effect. As such, the application has been assessed in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended in 2015) rather than the updated and consolidated 2017 EIA Regulations. The ES FIR reviews the s.73 ES and other EIA documentation in light of the detailed design for 1BN and in view of the current baseline conditions. This environmental impact assessment was carried out: to understand whether the current ES information (s.73 ES) remains valid for the purposes of this 1BN application; to ensure that further information is given where likely significant environmental effects of the development have occurred; and to propose mitigation measures to alleviate any impacts which have been recognised due to the detailed design of the Phase 1B (North) scheme. The 1BN ES FIR assesses the overall approved detailed scheme to date which will include the Phase 1A (North) approved development and 1BN detailed design proposals.

A statement of conformity has been provided for topic areas which conform with the findings of the s.73 ES and other EIA documentation and do not give rise to any new or different likely significant environmental effects. Since the submission of the 1BN RMA and accompanying ES FIR, further engagement with the applicant has resulted in additional information being submitted to support the conclusions made in the report. Where the mitigation proposed within the ES FIR has not been deemed sufficient to alleviate the environmental impacts identified, the LPA has sought to include further mitigation by way of condition. The appraisal of the ES FIR is set out below for each environmental issue:

### **8.2.1 Land Use Planning**

The Reserved Matters details submitted in relation to Land Use Planning are in accordance with the principles established at the time of the s.73 Permission and are therefore not considered to have a significant further impact upon the conclusions of the s.73 Environmental Statement.

### **8.2.2 Traffic and Transport**

No update to the baseline data since the s.73 ES and other EIA documentation and therefore the baseline is considered to remain valid for the purposes of this ES FIR assessment.

Due to the scale and temporary nature of the road closures associated with Sub-Phase 1B (North) and that in most circumstances this will be of a very short duration and at times of lowest traffic volumes (i.e. overnight) to ensure minimal disturbance; it is considered that the impacts on road users will be temporary and minor adverse to negligible. A minor potential increase in construction traffic has been forecast but is not considered to give rise to any significant transport issues or environmental impact.

Transport Report Scope 37.1 pre-RMA condition was discharged with an informative which required the most up to date baseline data to be used for any transport related assessment. Baseline data has not been updated and therefore the previous data has been used. The timeframes are such that updating the baseline data at this stage so that it is available to use in these ES FIR and other transport related requirements in conjunction with the 1BN application, would not be feasible. It should be noted that traffic surveys are being undertaken/planned between the three development parties to capture an updated baseline – this relates to requirements within the monitoring strategy (condition 37.8) but will be undertaken in advance of any submission against this condition.

Predicted construction traffic flows have been revised due to the shift in commencement of 1BN from 2016 to 2018 and due to changes to sequencing of the phase 1 early works programme.

Construction of the Scheme is currently programmed to start in mid-2018. However, before the works for the first phases - Phase 1A (North) and Phase 1B (North) - begin, it is proposed to undertake some Early Works, including utilities and services diversions and continuity works, which are intended to assist the delivery of the main works programme. These works are programmed to start in November 2017, and to continue for approximately 8 months.

Whilst the majority of Phases 1A (North) / Phase 1B (North) Early Works have been assessed to have no change to the likely significant environmental effects from what has been previously assessed in the environmental information submitted under the s.73 Permission these elements of works have been identified as having an impact which is significantly increased above that established with the s.73 Permission. These works, resulting in temporary road closures which would result in impacts of greater significance on traffic and transport than those previously assessed and reported, are now the subject of a separate application to LBB under reference 17/4196/EIA. This application is accompanied by an EIA Statement of Compliance and such works will be subject to separate and appropriate mitigation outside of the s.73 Permission.

The elements of the Phase 1A (North) / Phase 1B (North) Early Works that would result in a change in impacts are as follows:

Utility and service diversions on the A406 Eastbound; Potable water main diversion on the A406 Westbound; and Foul water sewer diversion on the A406 Eastbound south of Stadium Road (close to the M1/A406 gyratory).

Any such works would take place under this separate application 17/4196/EIA and are not specifically approved by these detailed reserved matters. Their impact is therefore not considered within this application against those established under the s.73 Permission.

Conclusions in the report have been reached that construction traffic impacts are the same as s.73 and no new significant impacts have arisen in relation to the 1B (North) Proposals.

### **8.2.3 Socio-economics**

Baseline data last updated in 2013 with 2011 census data remains valid for this assessment. The Development Plan Framework has been updated since the s.73, however these will have no material impact on the socio-economic situation or the assessment undertaken for this ES FIR.

The assessment identifies a positive local impact (at district level) due to generation of construction employment as well as, retail impacts, demographic and housing impacts, open space improvements and provision. A temporary negative effect is also recorded on development and commercial aspects of socio-economics due to the displacement of local businesses as a result of proposed development.

Demand for extra educational provision identified has been mitigated within the main s.73 ES and this mitigation remains valid for the 1BN proposals. Mitigation includes provision of replacement and expanded schools to account for the new resident population, and new health centre for same reason, as well as new community facilities. These items of social infrastructure are linked to appropriate triggers and do not form a part of the Phase 1B (North) proposals and will be delivered as a part of the wider BXC scheme.

5,396sqm of B1 business use class floorspace is identified within the s.73 permission proposed mix of uses for 1BN, however this is not being realised within the detailed application and there is no obligation for this to be provided within the BXE Development Zone.

The s.73 envisaged 278 residential units coming forward within the BXE Development Zone. The detailed proposal for 1BN is now for 52 residential units which significantly reduces the level of social infrastructure demand that there would have been from a population increase in the area associated with 278 units. The level of social infrastructure required was assessed at the s.73 stage for 278 units. Since there are only 52 units now being provided, the s.73 forms a very conservative worst case scenario. Further triggers for mitigation of demand for social infrastructure remain for the wider development outside of Phase 1BN.

An assessment of the construction employment generated by the development was undertaken at the s.73 stage. Clearly a significant number of jobs will be generated by the BXC development. Condition 10.1 is included within the s.73 2014 permission requiring an Employment Skills Action Plan (ESAP) to be provided on a phase by phase basis for the scheme. The ESAP has been submitted and approved by the LPA for Phase 1B (North) (under condition reference 17/1587/CON) thereby maximising such benefits. Further consideration of employment generation and skills will be undertaken by the Brent Cross Employment and Skills Steering Group as stated within the decision report for 17/1587/CON.

Job creation for BXE Development Zone as calculated within the s.73 is 3870. Using the same method of calculation, a further 4,192sqm of retail floorspace (approved under 17/2528/NMA) at BXE would result in an additional 130 jobs. Therefore overall employment creation for BXE is 4000 jobs. Any impacts which result in displacement on existing retailers within BXSC will be temporary and therefore are not considered significant development and commercial impacts.

The impacts assessed at the s.73 ES stage in relation to demographics, housing impacts, educational facilities and social infrastructure are considered worse case given that the level of housing (and therefore resultant resident population) proposed for 1BN within the s.73 was higher than is being proposed at this detailed design stage.

There are no new or likely significant impacts which have arisen from the detailed design of Phase 1B (North).

#### **8.2.4 Noise and Vibration**

Baseline noise and monitoring remains valid and therefore no further monitoring has been undertaken for the purposes of the 1BN application.

Conditions have been applied in relation to the most sensitive receptor within the scheme, this being the residential development at plot 113 to ensure that window and other building specifications are sufficient to achieve the required level of acoustic mitigation.

The increase in floorspace (4,192sqm) would result in minor increases in car trips to BXSC, however this increase is not considered significant and therefore would not impact on the existing traffic noise assessment from the s.73 ES and other EIA documentation.

Any noise impacts from CHP and plant that do arise during the operational phase of the development will be mitigated through existing planning conditions within the s.73 Permission. For example condition 29.5 Requires that building services, plant or other external noise sources do not exceed a 5dB(A) below the prevailing background LA90 noise level at sensitive premises.

It is therefore concluded that impacts from noise and vibration are in accordance with those predicted within the s.73 Permission

#### **8.2.5 Townscape and Visual Impact Assessment**

Baseline conditions on site have not materially changed since s.73 ES.

Updated additional viewpoints were undertaken in 2016 with 11 representative views were taken to provide a more accurate view of the detailed 1BN RMA design.

Impacts on landscape and character views will be during the construction period and impacts will be localised. Conclusions reached consider that impacts which would arise would be largely positive at 6 out of the 11 viewpoints), though some impacts were

recognised for properties upon Brent Park Road and Sturgess Avenue. No specific new mitigation is proposed, though and tree removal schemes along the boundaries with these properties have been considered with the amenities of residents considered.

Impacts relating to Townscape and Visual Impact Assessment are not considered to vary from those identified at the time of the s.73 Permission.

#### **8.2.6 Ecology and Nature Conservation**

Phase 1BN includes significant ecological improvements as a result of the naturalisation of the River Brent and native planting proposed.

Although the proposed development will result in a loss of existing trees on site the ecological improvements proposed are considered to satisfactorily mitigate such loss.

The proposals do not have any significantly greater impacts than those assessed with the s.73 Permission.

#### **8.2.7 Water Resources and Flood Risk**

The EA have agreed that the Flood Risk Assessment within the s.73 ES is still relevant. Therefore, previous mitigation proposed in relation to the s.73 FRA is still required and still relevant to this Phase 1B (North) application.

The main source of flooding to the Phase 1B (North) application site comes from the River Brent. Further hydraulic modelling was carried out in May 2015, due to the approved proposal to re-align the River Brent, to capture any changes to flood risk which may result.

“post re-alignment, the Site could be considered as Flood Zone 1, as all flow can be contained by the proposed channel, up to and including the 1 in 100 year flood, inclusive of climate change.”

Further FRA was carried out in March 2017 to assess flood risk in the context of Phase 1A North and Phase 1B (North) development.

Swales have been are incorporated where feasible.

The details approved as a part of this Reserved Matters application are not considered to result in a significantly greater impact than that considered within the s.73 Permission ES.

#### **8.2.8 Archaeology and Cultural Heritage**

A scheme of archaeological investigation has been prepared in accordance with the principles outlined in the approved Site Wide Scheme of Archaeological Investigation.

A more accurate assessment has been undertaken in relation to 1BN due to updated baseline and the limited information available at the time of the s.73 ES. As a result,



mitigation measures have been refined and remain to be formally signed off under pre commencement condition 43.1.

However additional findings do not result in any significant change to the impacts assessed under the s.73 Permission ES.

#### **8.2.9 Air Quality and Dust**

Exceedance reported at 8 of the 14 monitoring locations in 2015 and 12 out of the 17 monitoring locations in 2016 are generally in accordance with those represented in the s.73 ES (which presented 9 out of the 14 locations).

Mitigation has been proposed to tackle the impacts which will arise from traffic construction due to the increase in traffic construction resulting from the updated ICP.

Impacts generated remain consistent with those identified in the s.73 ES.

Operational results show an increase in nitrogen dioxide at two junctions and some residencies.

Air quality and dust impacts during construction are not predicted to be significantly greater than those reported in the s.73 Permission ES

#### **8.2.10 Ground contamination**

The areas identified for assessment were approved under condition 33.1 for 1BN.

Ground contamination studies undertaken in 2016/17 for 1BN identified notable contamination found in Made Ground, and shallow groundwater, asbestos was also found.

All impacts were however are in line with those identified in the s.73 Permission ES and mitigation identified within the s.73 will be applied to 1BN as well and applied to the remediation strategy.

#### **8.2.11 Waste**

There have been changes to trends in waste in Barnet and the shopping centre since the 2015/16 data.

Further mitigation of waste will come forward in site wide CoCP.

Estimates for 1BN operational and waste arising are similar to s.73 ES

Non-resi waste will be compacted in the new service and delivery yard of 1BN before being collected.

No significantly detrimental impacts have been identified within the ES FIR and impacts resulting from this detailed application are considered to accord with the conclusions of the s.73 Permission ES.

#### **8.2.12 Microclimate (Wind and Sunlight/Daylight)**

Phase 1B N detail design including height increases over the parameters, and phase 1AN was modelled and tested in a wind tunnel.

Wind conditions in terms of safety and comfort are generally acceptable.

Mitigation includes balustrades at appropriate locations and strategic planting captured in the landscaping proposals.

There are no significantly greater impacts that would result from this details application than were identified within the s.73 Permission ES.

#### **Microclimate (Daylight, Sunlight and Overshadowing)**

The impacts of the proposed development on daylight and sunlight to surrounding sensitive receptors are in line with impacts predicted within the s.73 Permission ES.

#### **Daylight/Sunlight assessment of residential uses**

Consideration of the acceptability of the residential development on plot 113 in terms of Daylight and sunlight was undertaken in line with BRE Guidance. Whilst a small number of the windows failed the tests failing to meet the BRE criteria these impacts were considered in the round against other amenity criteria and the overall residential development was found to be acceptable.

#### **8.2.13 TV, Radio and Mobile Phone Reception**

The assessment undertaken for this ES FIR accounts for the increase in parameters over the maximum threshold heights of various buildings and plots within 1BN due to the detailed design of 1BN. These increases have been submitted under 17/3984/CON which permits the minor increases in height by approving amendments to the RDSF.

No new or significant impacts have arisen since the s.73 assessment.

#### **8.2.14 Carbon Dioxide Emissions**

Energy strategy commitments will be achieved

No new or different mitigation measures have been identified in the s.73 ES

Increased levels of CO<sub>2</sub> are predicted within the s.73 Permission ES. The proposal currently under consideration would not result in new or significant impacts arising from phase 1BN.

### **8.3 EIA Statement of Compliance following updated design proposals**

Following statutory consultee responses on the proposed RMA, the applicant has made minor revisions to the design and re-submitted updated plans for approval.

These minor amendments to the submitted scheme required the re-assessment of certain sections of the ES FIR which was submitted alongside this RMA. The amendments are all considered to be minor in nature and were accompanied by an update to the ES FIR which concluded that no significant previously unrecognised impacts would arise from such changes.

Any appropriate mitigation measures have been incorporated within the proposed conditions outlined in Appendix 1 of this report.

## **9 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.

In considering this application and preparing this report, Officers have 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 proposals for Phase 1B (North) have been prepared in consultation with the Consultative Access Forum (CAF) which has been set up specifically to advise on inclusive access requirements of the Brent Cross Cricklewood regeneration. Design aspects that incorporate inclusive design have been reviewed by the CAF to insure that the development

proposal the shopping centre extension and associated public realm is designed, delivered and managed in accordance with the Inclusive Access Strategy and the Way finding Strategy.

The application has demonstrated inclusive and accessible design of routes in and around the site for all user groups and shown the site can be accessed by various modes of transport, including by foot, bicycle, public transport, coach, taxi and private car, thus providing a range of transport choices for all users of the site. The proposals have been developed in line with the BXC Inclusive Access and Wayfinding Strategy (approved under Condition 1.26 of the s.73 Permission).

Equality and diversity has been considered in the design development process and has resulted in a proposed development which will provide appropriate routes, spaces and facilities for all characteristics. For example the the proposed increase in provision of the shop mobility service at Brent Cross Shopping Centre.

The proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design and providing an environment which is accessible to all. Conditions are recommended to be attached to any RMA approval under this application secure details and ensure the delivery of an inclusive environment. These include wheelchair accessible spaces are provided within the cinema and detailed plans in relation to wheelchair accessible rooms within the Hotel.

## **10 CONCLUSION**

Phase 1B (North) is one of the catalysts within the wider Brent Cross Cricklewood regeneration and will deliver key infrastructure which is needed to support the other phases of development. This phase primarily comprises a new shopping centre extension that will transform Brent Cross Shopping Centre and will deliver a significant increase in comparison retail, restaurant and leisure floorspace along with a new hotel and community space. This will be supported by the delivery of a high quality replacement bus station designed to meet TfL's requirements as well as new public spaces, a riverside park and improvements to Sturges Park.

The RMA proposal seeks reserved matters approval for the layout, scale, access, appearance and landscaping of the development plots and items of Critical Infrastructure within Phase 1B (North) which is comprised of: 82,325sqm of retail floorspace arranged over the central development plots within the development zone; a replacement bus station operated by TfL; three multi storey car parks that consolidate the existing level of car park serving the existing centre; a new service and delivery loading yard located underneath the new centre; an onsite CHP which will serve the development within the sub-Phase; a new hotel; a 52 dwelling residential block; an upper and lower riverside walkway along the eastern and western reaches of the re-routed River Brent; and public open spaces at the threshold entrances of the new shopping centre, along with a nature park and improvements to the existing Sturges Park.

The proposals have been assessed against the matters reserved which include layout, scale, access, appearance and landscaping and are found to be acceptable subject to conditions attached to a RMA approval.

An indicative material palette schedule has been submitted as a supporting document to the RMA to be read alongside the drawings submitted for approval, as well as the Design Development Report (DDR). The schedule presents a range rather than a set of definitive materials and Officers considered these appropriate and acceptable at this stage. The final materials schedule will be submitted to the LPA for approval under a condition attached to the RMA approval. Consideration of materials for the bus station will be considered in conjunction with TfL as leasee of the station.

Consideration has been given to safety and security through the design of the scheme, and façade design minimises the opportunity for hiding and climbing up to windows or onto roofs to either commit crime or gain entry. Accessible ledges, parapets, indentations and protrusions have been minimised, and all internal and external spaces that fall within the landlord's responsibility will have access control and will be well-lit with public areas managed by the landlord also monitored by CCTV. Details of lighting and CCTV coverage will be submitted to the LPA for approval by way of condition attached to the RMA approval.

The proposal has been developed in consultation with the Brent Cross Cricklewood Consultative Access Forum (CAF) to ensure the scheme provides an accessible and inclusive environment which meets the needs of all users. Details of engagement with the CAF is included within the SCI which sets out where designs have been amended in line with CAF recommendations. Some further details are required to ensure that the development provides a good quality wayfinding strategy for ease of navigation for all user groups and this will be submitted to the LPA for approval by way on condition attached to the RMA approval. It should be noted that these details must be in accordance with the approved BXC wide Inclusive Access and Wayfinding Strategy (with reference 14/07957/CON).

The environmental impact has been assessed against the 1BN proposals, and the conclusions of the ES FIR, along with the supporting ES FIR statement of compliance together, are found to be acceptable, subject to the mitigation measures identified which have been incorporated within the proposed conditions which will be attached to the RMA approval.

It is considered that the proposed RMA for Phase 1B (North) conforms substantially to the s.73 Permission parameters and controls. A number of minor departures in relation to plot dimensions and building heights have been assessed and found to be acceptable. These will be captured through a separate application under Condition 2.4 (17/3984/CON) which will make consequential changes to the RDSF to reflect the changes which have come about through detailed design development of the Phase 1B (North) scheme. The ES FIR assesses the environmental impacts of the proposal which includes those elements that exceed the parameters.

Officers have worked closely with the Developers and their advisors and have liaised

appropriately with other key stakeholders to ensure that the impacts of the development continue to be robustly assessed and the mitigation package remains appropriate

The application has been subject to public and statutory consultation and only a small number of third party representations have been made.

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

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

**List of Appendices:**

**Appendix 1 – Conditions and Informatives**

**Appendix 2 – Planning History**

**Appendix 3 – Phase 1B (North) Masterplan**

**Appendix 4 – Updated Submission Document**

**Appendix 5 – Compliance with Planning Policy**

**Appendix 6 – Fenwick Objection and Responses**