LOCATION:	**Brent Cross Cricklewood Regeneration Area**		
REFERENCE:	19/6256/RMA	**Received:**	21/11/2019
		Validated:	21/11/2019
WARD:	Childs Hill and Golders Green	**Expiry:**	20/02/2020
		Extension of Time:	22/05/2020
APPLICANT:	London Borough of Barnet		

PROPOSAL: Reserved Matters Application for New Train Station within Phase 2 (South) (Thameslink Station) sub-phase pursuant to Condition 1.3(ii), 2.1 and 14.2 of planning permission F/04687/13 (dated 23rd July 2014) for the comprehensive mixed-use redevelopment of the Brent Cross Cricklewood Regeneration Area. The application seeks approval of details relating to layout, scale, appearance, access and landscaping for: western entrance building including lifts, escalators and stairs; new publicly accessible train station bridge; station concourse including new ticket office, ticket barriers, staff and ancillary areas, and stairs, escalators and lifts to the platforms; two island platforms including canopies, waiting rooms, toilets and staff facilities. The application includes provision for telecommunications, electrical, mechanical and drainage systems, plus enabling works.

The application is accompanied by an Environmental Statement of Compliance.

RECOMMENDATION:

APPROVE application 19/6256/RMA subject to the recommended conditions listed in Appendix 1 of this report.

AND the Committee grants delegated authority to the Service Director – Planning and Building Control or Head of Strategic Planning to make any minor alterations, additions or deletions to the recommended conditions as set out in Appendix 1 to this report and any addendum provided this authority shall be exercised after consultation with the Chairman (or in his absence the Vice-Chairman) of the Committee (who may request that such alterations, additions or deletions be first approved by the Committee).

1. APPLICATION SUMMARY

1.1 The Local Planning Authority ('LPA') received application 19/6256/RMA from GL Hearn Planning Consultants, acting on behalf of the London Borough of Barnet on 21st November 2019 which seeks Reserved Matters Approval for the New Train Station within Phase 2 (South) (Thameslink Station) sub-phase of the Section 73 outline planning consent for the Brent Cross Cricklewood ('BXC') regeneration area, and pursuant to the provisions of Section 92 of the Town and County Planning Act 1990 (as amended).

1.2 The comprehensive redevelopment of the Brent Cross Cricklewood is a long-standing objective of the Council and is one of the most significant regeneration opportunities in London and has been embedded in planning policy at both the regional and local levels for over 15 years. Outline planning consent for the BXC Development was approved in 2010 and amended in 2014 pursuant to a Section 73 application (LPA ref: F/04687/13, dated 23rd July 2014) (hereafter referred to as the 'S73 Permission').

1.3 For the purposes of delivery, the BXC development is divided into three elements:

- Brent Cross North (BXN) – land north and south of the A406, being developed by BXC Development Partners;
- Brent Cross South (BXS) – land south of the A406, being developed by LBB and its delivery partner Argent Related (BXS LP); and
- Brent Cross Thameslink (BXT) – land adjacent to the Midland Mainline, including a new train station (the 'Brent Cross West' station), being developed by LBB in partnership with Network Rail.

1.4 The comprehensive development of the BXC regeneration area is supported by the delivery of substantial new infrastructure including the construction of a new train station on the Thameslink line at the western boundary of the site. This is defined as the 'New Train Station' in the S73 Permission. The London Borough of Barnet have been working alongside Network Rail to deliver the New Train Station which has been brought forward for delivery in Phase 2 rather than Phase 5 of the Regeneration. The New Train Station will deliver substantial benefits in respect of accessibility, housing and employment opportunities, and community facilities. Its early delivery will also act as a catalyst for the continued delivery of both the residential and commercial development within Brent Cross South (BXS).

1.5 The early delivery of the New Train Station and associated rail infrastructure is being funded by the public sector through the existing Council capital budgets, and from the Department of Communities and Local Government (DCLG) grant funding.

1.6 This Reserved Matters Application (RMA) includes the delivery of the New Train Station comprising an entrance building on the western side of the Midland Main Line railway, two island platforms with associated shelters and building structures, and the Train Station Bridge including concourse, barriers and ticket hall. The design of the over bridge provides both access to the Station Concourse as well as a publicly accessible pedestrian footbridge over the railway. This provides the function of Bridge

Structure B3 (Geron Way Pedestrian Bridge as defined within the S73 Permission) which was originally envisaged as a separate pedestrian bridge structure adjacent to the Train Station Bridge. The proposals therefore deliver a single bridge structure, which consolidates the principles defined within the S73 Permission for Bridge Structure B3 and the Train Station Bridge.

1.7 This application only includes the Train Station Bridge up to the point on the eastern side of the railway where it meets the buildings within Brent Cross South. The elements of the development on Plot 3 including the Eastern Entrance[1] which will contain the necessary lifts, stairs and escalators will be subject to a separate Reserved Matters Application to be submitted in 2020. The Interim Transport Interchange T1 comprising the initial public transport facilities for buses, taxis, cycles needed at the early phase of the development, is required to be delivered prior to the New Train Station opening. A separate Reserved Matters application will be submitted for the interchange in 2020.

1.8 The submission of all Reserved Matters Applications for Phase 2 (South) is controlled through the provisions of planning condition 1.3 (ii) attached to the S73 Permission; all Reserved Matters Applications in respect of Phase 2 (South) are required to be submitted by the 28th October 2020 including the aforementioned Eastern Entrance and Interim Transport Interchange T1.

[1] Delivery of the Eastern Entrance is currently identified under Phase 2 (South) (Thameslink Station Approach).However a re-phasing application pursuant to the mechanism provided by Condition 4.2 of the S73 Permission has been submitted to the LPA (received on 17th January and registered with reference no: 20/0243/CON),and this includes the creation of a 'Phase 2 (South) (Thameslink Station Eastern Entrance)' sub-phase of Phase 2 (South) associated with the proposed delivery of the Eastern Entrance. This application is currently pending consideration.

2. DESCRIPTION OF THE SITE AND SURROUNDINGS

2.1 The Application Site (the 'Site') is located in London Borough of Barnet, split between the wards of Golders Green and Childs Hill and consists of an area of land measuring approximately 0.81 hectares, primarily located on the Midland Main Line railway and an area of existing car parking off Geron Way.

2.2 The Site forms part of Network Rail's operational land; in association with the Midland Main Line railway corridor that provides services between London St Pancras and the East Midlands and Yorkshire, in addition to existing freight lines. The current operational Cricklewood Carriage sidings currently comprise the North and South Sidings which are used to maintain and stable trains. The North Sidings which are currently in the location of the proposed New Train Station, are being relocated adjacent to the South Sidings (as approved by Drop-in planning permission, LPA Ref: 18/5647/EIA; dated 14th December 2018).

2.3 As illustrated in Figure 1 below, the area to the northeast of the Site is currently occupied by an existing carriage shed (known as the 'Jerich shed'). This area is also located within Network Rail's operational land and is currently partly occupied by GB Rail Freight and partly by Network Rail and their contractors. To enable the early delivery of the New Train Station, a separate planning permission was granted in January 2020 (LPA ref: 19/4900/FUL) for the demolition of the Jerich Shed and to clear the associated curtilage. Beyond the Jerich Shed to the northeast the area comprises light industrial uses including concrete batching plants and warehouse storage and distribution.

2.4 On the western side of the railway tracks, the Site comprises an area of surface car parking, which is currently used by the Flip Out trampoline park (former Cine World building). This area of land is covered by London Borough of Barnet Compulsory Purchase Order (No. 3) 2016 (known as CPO3), which was confirmed in full by the Secretary of State for Housing, Communities and Local Government on 15th May 2018. CPO3 comprises the land required to develop the New Train Station and the associated infrastructure work packages. Beyond the redline boundary, to the west are a number of retail warehouses within the Staples Corner Retail Park including Decathlon and Argos with associated surface car parking; as well as a Bestway Cash and Carry wholesaler warehouse. To the further west and southwest, the area comprises light industrial and retail warehouses. To the south of the site on land formerly occupied by Selco Builders Merchants is the construction site for the new Waste Transfer Station (consented under planning permission LPA ref: 17/6714/EIA). Further southeast is the aggregate and construction waste rail transfer facility operated by DB Cargo (UK) Limited (consented by planning permission LPA ref: 17/5761/EIA).

2.5 Access to the western side of the site is provided from Geron Way, which in turn connects to the A5 Edgware Road. On the eastern side of the railway access is provided off Brent Terrace (North), which also serves the existing Hendon Waste Transfer Station operated by North London Waste Authority. The Site is located with easy access of the A406 North Circular and the M1 motorway.

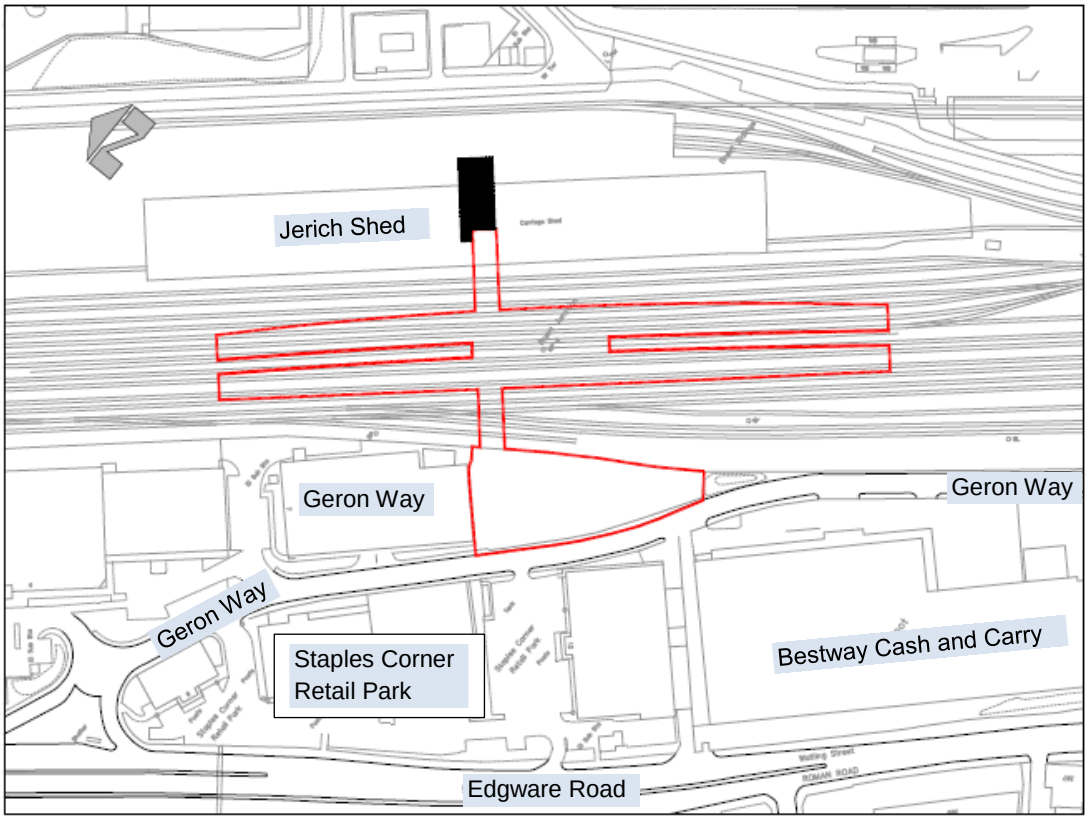


Figure 1: *Annotated extract of Applicant's Site Layout Plan illustrating the Site and its surrounding context, including landmarks as highlighted in Section 2 of the Design and Access Statement, Oct 2019*

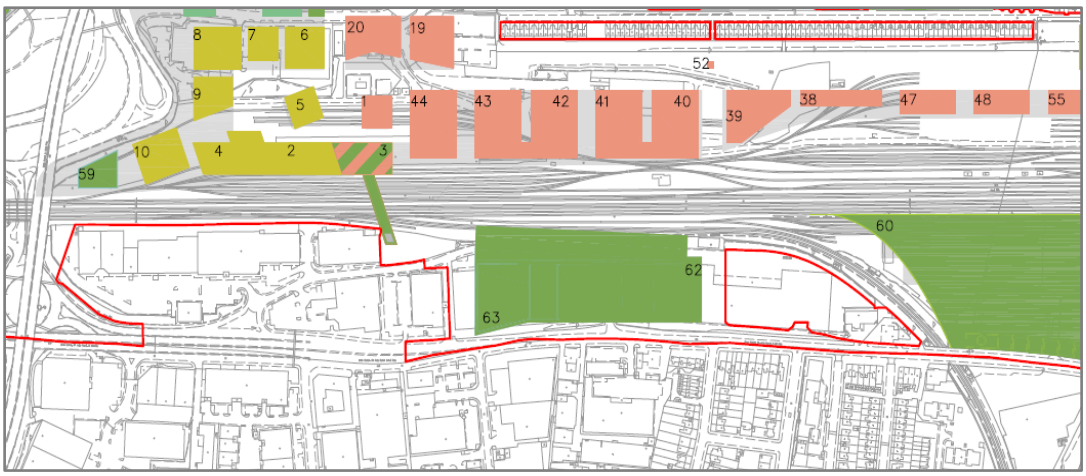


Figure 2: *Extract from BXC Parameter Plan 029 (Indicative Phasing Plan) approved by the 2014 S73 Permission showing indicative location of the Train Station Bridge and Plot 3.*

Statutory or non-statutory designations affecting the Site

2.6 There are no statutory or non-statutory designations affecting the Site. The nearest of such sites within the vicinity of the Application Site (less than 1 kilometre from the red line boundary) include:

- Brent Reservoir SSSI and Brent Reservoir/Welsh Harp Local Nature Reserve – approximately 530 metres to the northwest of the red line;
- Grade II* The Old Oxgate – approximately 550 metres to the southwest in the London Borough of Brent; and
- Cricklewood Railway Terraces Conservation Area – approximately 840 metres at the closest point to the south-southwest across the Midland Main Line.

2.7 The nearest residential properties to the Site are those situated along Brent Terrace (South); with the closest (number 105) being over 150 metres to the east of the application site.

Brent Cross Cricklewood Outline Planning Consent

2.8 The application site falls entirely within the BXC regeneration area and Cricklewood/Brent Cross Opportunity Area; as identified by the Council's Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework (2005) and the London Plan (2016) respectively. Outline planning permission for the comprehensive redevelopment of BXC (as described below) was originally granted in 2010 and subsequently varied through a Section 73 planning application in 2013. The Section 73 Planning Permission was approved in July 2014 ('S73 Permission'). The description of the approved development is:

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

Phasing of the Brent Cross Cricklewood Regeneration Scheme

2.9 The S73 Permission for the BXC regeneration scheme is split into 7 phases. Phases 1 and 2 are split into a number of sub-phases, which are divided between the north of the A406 North Circular and south of the A406 North Circular. Phases 3 to 7 comprise development located entirely south of the A406 North Circular.

2.10 The S73 Permission originally identified the New Train Station to be delivered in Phase 5 (circa 2031). However, the New Train Station along with the New MML Train Stabling Facility, Waste Transfer Station, Rail Freight Facility, MML Bridge Structure B2 and the three associated junctions were re-phased (LPA Ref: 17/3661/CON) into a new sub-phase with Phase 2 called 'Phase 2 (South) (Thameslink Station)'. The New Train Station is now expected to be delivered in 2022.

2.11 A separate sub-phase was also created called 'Phase 2 (South) (Thameslink Station Approach)' which comprises the delivery of the Eastern Entrance for the new station, along with the Interim Transport Interchange T1, Spine Road North and Claremont Park Road (Part 2).

2.12 There is a current live application (LPA reference: 20/0243/CON) submitted pursuant to Planning Conditions 4.2 and 4.4 to make further adjustments to the phasing of the regeneration scheme and to update the Indicative Construction Programme (ICP) which is currently pending consideration by the LPA. This application seeks to make adjustments to development plots and infrastructure across the BXC masterplan within Phase 2 to 6. It also includes the creation of a new sub-phase 'Phase 2 (South) (Thameslink Station Eastern Entrance)', which will allow the reserved matters to be submitted for the Eastern Entrance separately from the proposals for the Interim Transport Interchange which remains in its own sub-phase (Phase 2 (South) (Station Approach). The application does not impact and does not undermine, nor prejudice the material considerations in the determination of this Reserved Matters Application.

Components of the Phase 2 (South) (Thameslink Station) Sub-Phase

2.13 There are a number of associated infrastructure components that need to be delivered in order to enable the New Train Station to be constructed. These include the relocation of existing rail sidings and train stabling facility, the provision of a replacement waste facility for the Hendon Waste Transfer Station and delivery of a Rail Freight Facility. Along with the MML bridge and A5/Geron Way (Waste Transfer Station) and A5/Rail Freight Facility junctions, these components make up the Phase 2 (South) (Thameslink Station) sub-phase of the BXC development.

2.14 Detailed planning consent has been approved through a series of 'Drop-in' planning permissions for the majority of these infrastructure items as follows:

- Waste Transfer Station (LPA reference 17/6714/EIA Approved 30th October 2018);
- Aggregate and construction waste Rail Freight Facility (LPA reference 17/5761/EIA approved 6th July 2018);
- Train Stabling Facility and MML Track Realignment Works (LPA reference:

18/5647/EIA approved 14th December 2018);

- Replacement Train Operating Company compound for railway staff and train drivers (LPA reference 18/5244/EIA approved 14th December 2018); and

2.15 Separate planning permission has also been granted for the demolition of the Jerich Shed and its associated curtilage (LPA reference: 19/4900/FUL approved 30th January 2020.

3. DESCRIPTION OF PROPOSED DEVELOPMENT

3.1 This Reserved Matters Application submission provides details in respect of the Layout, Scale, Appearance, Access and Landscaping for the New Train Station within Phase 2 (South) (Thameslink Station). The proposal described by the Applicant is as follows:

> *"Reserved Matters Application for New Train Station within Phase 2 (South) (Thameslink Station) sub-phase pursuant to Condition 1.3(ii), 2.1 and 14.2 of planning permission F/04687/13 (dated 23rd July 2014) for the comprehensive mixed-use redevelopment of the Brent Cross Cricklewood Regeneration Area. The application seeks approval of details relating to layout, scale, appearance, access and landscaping for: western entrance building including lifts, escalators and stairs; new publicly accessible train station bridge; station concourse including new ticket office, ticket barriers, staff and ancillary areas, and stairs, escalators and lifts to the platforms; two island platforms including canopies, waiting rooms, toilets and staff facilities. The application includes provision for telecommunications, electrical, mechanical and drainage systems, plus enabling works".*

3.2 As described within the submitted Explanatory Report, the New Train Station comprises the following works:

Table 1: Proposed Infrastructure within the Application

Area of Works	Overview of Proposals
Enabling Works	• Erection of hoardings • Surveys and dilapidation reports • Provision of site security • Any temporary Power/Lighting/Water supplies • Utility disconnections/diversions (as required)
Station Platforms	• Two island platforms with canopies • Customer waiting rooms and toilets • Staff mess facilities • Drainage attenuation systems • Level access via platform humps
Station Entrances and Overbridge	• Pedestrian footbridge with public access spanning from east to west of the railway and connecting to the station concourse • Footbridge supports on east and west sides of the railway • Footbridge connection into the east and west entrance buildings

	• Entrance building to the west including drainage connections and attenuation
Concourse access via station overbridge	• Ticket office • Ticket barriers • Ticket vending machines • Back of house areas
Lifts, Escalators and Stairs	• Stairs, escalators and lifts between the platforms and station concourse • Stairs, escalators and lifts between the footbridge and the east and west entrance buildings ground floors

Proposal for New Train Station and Train Station Bridge

3.3 The design of National Rail Stations in the UK is governed by a number of rail industry design specifications and technical standards. The proposed New Train Station has been developed in accordance with: the European Technical Standards for Interoperability (TSI), the Rail Safety and Standards Board (RSSB) Rail Group Standards and Rail Industry Standards, Network Rail Company Standards, and other approved codes of practise including the Department for Transport (DfT) Design Standards for Accessible Stations.

3.4 Train Stations in the UK are categorised from A-F, which demonstrate the functionality and the level of facilities to be provided; from 'A' classified as a National Hub and 'F' as small unstaffed train station. The New Train Station is proposed to be characterised as Category B, which has been based upon the predicted passenger flows to be generated from the development and the integration envisaged with the new public transport interchange to serve the surrounding area. The location for the proposal in the context of the wider BXC development is identified on the submitted Location Plan (BXT CAP 0100 A DR C 0001), and the extent of the proposals is illustrated on the submitted Site Plan drawing (BXT CAP 0100 A DR C 0002). The New Train Station is proposed to be owned by Network Rail and operated by Govia Thameslink Railway (GTR) as station facility operator.

3.5 As described under paragraph 3.12, the S73 Permission permitted the delivery of two separate bridges structures, located within close proximity to one another (Bridge Structure B3 (Geron Way Pedestrian Bridge) and the Train Station Bridge). This application proposes to deliver a single structure, spanning from the west to the east of the Midland Mainline Railway. The structure is proposed to deliver pedestrian and step-free access provisions to the New Train Station and into the future Transport Interchange T1 and anticipated development; located within the Station Quarter

Development Zone. Cyclists wishing to cross the Train Station Bridge to access the New Train Station, or the anticipated future development are required to dismount and push their bicycles across the bridge. The proposed station lifts have been designed to comply with the DfT Design Standards for Accessible Stations and the diagonal length of the lift will be 2.4metres which is capable of accommodating a wide range of bicycles.

3.6 The proposed New Train Station Bridge measures 90 metres in length and 8 metres in width (measuring 7.5m internally). The bridge is positioned with a minimum clearance of 6.2meteres between the structure and the Overhead Line Equipment (25kV electric supply); to provide a safe distance and accommodate trains approximately measuring 3.8 to 4 metres in height.

3.7 In terms of materials, the proposed Train Station Bridge would be constructed using structured steel frames, with the use of transparent Rodeca Ploycarbonate cladding panels and single ply ETFE (a polymer plastic) for the roof; to provide a lightweight enclosed bridge structure.

3.8 As illustrated on Drawing no: BXT-CAP-6000-A-DR-A-0006-P03 (General Arrangement Concourse level), the station concourse and ticketing accommodation is situated at midpoint of the Train Station Bridge and off-set to the southern side of the bridge. The main concourse area, including the ticket hall, would measure approximately 1,060m2, and lifts and stairs are proposed to access both the fast and slow platforms with escalators proposed to the slow platforms. The proposed circulation area leading to the platforms is approximately 4.6metres in width, and to differentiate the New Train Station from the remaining pedestrian route, gate lines and roller shutter gates are proposed.

3.9 The proposed station includes two double platforms, comprising a total of four platforms, two of which are primarily anticipated to be served by slow stopping lines. All platforms are proposed to measure a nominal length of 255 metres and, based upon the proposed pedestrian flows for the New Train Station and considering the existing railway line speeds (Fast Lines: 110mph and Slow Lines: 90mph), the overall widths for the platforms are proposed to be 11.5 metres at the widest point, reducing to 9 metres at the ends. To allow for flexible servicing requirements, all four platforms have been designed to accommodate a train length of 243 metres (Future Class 700 trains, comprising 12 car trains). However, in the interim period only 8 car train services would initially call at the station and this includes 8 trains per hour in each direction during peak times and 4 trains per hour during off-peak times with the services equally split between St Albans Services and Luton Services.

3.10 Two waiting rooms are proposed on the slow platforms and two waiting rooms on the fast platforms in accordance with mandatory accessibility standards, with additional seating provisions proposed in the main concourse area. All platforms have 50% of the platform area covered, comprising buildings and proposed canopies. The slow platforms include the provisions for a small ancillary retail unit (57m2) such as a coffee kiosk, driver’s accommodation and passenger w/c services.

3.11 The technical specifications for interoperability relating to accessibility of the Union’s

rail system for persons with disabilities and persons with reduced mobility" (PRM TSI NIP'); defines Step Free Access as *"a division of an obstacle free route that meets the needs of mobility impaired persons. Changes in level are avoided or, when they cannot be avoided, they are bridged via ramps or lifts".* Level Access is defined as *"access from the platform to the doorway of a rolling stock".* To provide step-free access from the station entrance to the platforms, two lifts are proposed on the slow platforms, and one on the fast platform with provisions safeguarded to provide an additional lift.

3.12 As described by the Applicant within the submitted Design and Access Statement and the accompanying 'Level Access Final Report - providing level access at Brent Cross West Station'[2], it is intended for Level Access to be provided subject to the technical solutions being feasible and the necessary rail industry approvals being secured. The feasibility of achieving Level Access has been explored and assessed under paragraph's 5.59 – 5.62 within the Planning Appraisal of this report.

3.13 In the UK, Rail standards state that the maximum track radius for platforms should be 1000m to ensure there is an adequate stepping distance. Since the proposed New Train Station is on a gradient level of 1:200 and the Midland Main Railway slightly curves to cater for the new platforms, the proposed track radius for the proposed platforms is 3000m, which requires slow line trains to reduce to 75mph. The Fast platforms are predominately proposed to be used during times of planned and unplanned service disruptions, or emergencies. However, since trains are expected to exceed the speed limit of 100mph (160km/h) on the fast line; to ensure safety for all users, warning signs and a yellow line which require passengers to stand 1.5 meters away from the edge of the platform are proposed.

Western Entrance Building

3.14 The western station entrance is located on an area currently comprising a surface car park adjacent to Unit 7 Staples Corner Retail Park (Flip Out trampoline centre) fronting onto Geron Way. The building includes an external footprint area of 325m2 and is proposed to be double storey measuring approximately 15m in height.

3.15 The first floor is proposed to approximately measure 185m2 and includes the provision for two passenger lifts, stairs and escalators to provide access to the New Train Station and Train Station Bridge over the Midland Mainline Railway. In terms of materials, Roman style brickwork is proposed to construct the main building structure, with the use of commercial glazing with back mullions to provide adequate light provisions and a black framed external canopy with PTFE (a type of polymer plastic) infill is proposed at mid height circulating the building. A planter for soft landscaping is proposed with hard surfacing to the side and rear of the building.

Phase 2 (South) (Thameslink Station Approach)

[2] Feasibility study commissioned by the applicant to explore provisions of level access at the New Train Station.

3.16 The document: ‘Eastern Entrance and Interim Transport Interchange Supporting Statement’ (DP9, February 2020) has been provided to the Local Planning Authority for information only and sets out the principles and parameters for the Eastern Entrance and Interim Transport Interchange T1 and how a series of planning applications will be secured through the provisions of the S73 Permission.

3.17 The detailed approval of the Eastern Entrance will be subject to a separate Reserved Matters Application in relation to the Phase 2 (South) (Thameslink Station Eastern Entrance) sub-phase of the BXC development. Detailed approval of the Interim Transport Interchange will be subject to a separate Reserved Matters Application in relation to the Phase 2 (South) (Thameslink Station Approach) sub-phase.

4. MATERIAL CONSIDERATIONS

4.1 The following provides an overview of the matters that constitute material considerations in the determination of this reserved matters application.

Relevant Planning Policy

4.2 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires that development proposals shall be determined in accordance with the development plan unless material considerations indicate otherwise. In this case, the development plan is The London Plan (published March 2016) and the development plan documents in the Barnet Local Plan (namely the Core Strategy DPD and Development Management Policies DPD both adopted September 2012).

4.3 Whilst Barnet's Development Management Policies DPD (September 2012) forms part of the development plan for the application area, paragraph 1.4.3 states that it will not apply to planning applications for comprehensive development in the Brent Cross regeneration area unless and until the Core Strategy is reviewed in accordance with Policy CS2 and Section 20:13 of the Core Strategy. To date, this review has not yet taken place and, therefore, the policies contained within the Development Management Policies DPD are not therefore material to the consideration of this application.

4.4 Chapter 12 of Barnet's Unitary Development Plan (2006) also remains extant and the policies contained within it are also material considerations given the location of the application site within the Brent Cross Cricklewood regeneration area. Taken together, these statutory development plans are therefore the main policy basis for the consideration of this planning application.

4.5 More detail on the policy framework relevant to the determination of this planning application and an appraisal of the proposed development against those relevant development plan policies is set out in subsequent sections of this report dealing with specific policy and topic areas. Table 2 below summarises The London Plan and the Barnet Local Plan policies relevant to the determination of this planning application.

Table 2: Summary of the development plan policies most relevant to the determination of this Reserved Matter Application:

The London Plan (March 2016)	
London's Places	
Policy 2.13	Opportunity Areas and Intensification Areas
Policy 2.14	Areas for Regeneration
Policy 2.15	Town Centres
Policy 2.18	Green Infrastructure: The Multi-functional Network of Green and Open Spaces
London's People	
Policy 3.1	Ensuring Equal Life Chances for All
Policy 3.2	Improving Health and Addressing Health Inequalities
London's Response to Climate Change	

Policy 5.2	Minimising Carbon Dioxide Emissions
Policy 5.3	Sustainable Design and Construction
Policy 5.11	Green Roofs and Development Site Environs
Policy 5.12	Flood Risk Management
Policy 5.13	Sustainable Drainage
Policy 5.14	Water Quality and Wastewater Infrastructure
Policy 5.17	Waste Capacity
Policy 5.21	Contaminated Land
London's Transport	
Policy 6.1	Strategic Approach
Policy 6.2	Providing Public Transport Capacity and Safeguarding land for Transport
Policy 6.3	Assessing Effects of Development on Transport Capacity
Policy 6.4	Enhancing London's Transport Connectivity
Policy 6.9	Cycling
Policy 6.10	Walking
Policy 6.13	Parking
London's Living Spaces and Places	
Policy 7.2	An Inclusive Environment
Policy 7.3	Designing out Crime
Policy 7.4	Local Character
Policy 7.6	Architecture
Policy 7.13	Safety, Security and Resilience to Emergency
Policy 7.14	Improving Air Quality
Policy 7.15	Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes
Policy 7.19	Biodiversity and Access to Nature
Policy 7.21	Trees and Woodlands
Implementation and Monitoring Review	
Policy 8.1 Policy 8.2	Implementation Planning Obligations
Barnet Local Plan – Core Strategy DPD (September 2012)	
Policy CS NPPF	National Planning Policy Framework – Presumption in Favour of Sustainable Development
Policy C1	Barnet's Place Shaping Strategy
Policy CS2	Brent Cross – Cricklewood
Policy CS5	Protecting and Enhancing Barnet's Character to Create High Quality Places
Policy CS7	Enhancing and Protecting Barnet's Open Spaces
Policy CS8	Promoting a Strong and Prosperous Barnet
Policy CS9	Providing Safe, Effective and Efficient Travel
Policy CS13	Ensuring the Efficient Use of Natural Resources
Unitary Development Plan (2006) – *Chapter 12: Cricklewood, Brent Cross and West Hendon Regeneration Area*	
Policy GCrick	Cricklewood, Brent Cross, West Hendon Regeneration Area
Policy C1	Comprehensive Development
Policy C2	Urban Design – High Quality
Policy C3	Urban Design – Amenity
Policy C4	Sustainable Design
Policy C10	Employment

4.6 A number of other documents, including supplementary planning documents, design guidance and national planning practice guidance, are also material to the determination of the application. This includes:

- Cricklewood, Brent Cross and West Hendon Development Framework (2005);
- National Planning Policy Framework (July 2018);
- National Planning Practice Guidance;
- The Mayor's Land for Industry and Transport SPG (2012).
- DfT code of practice 'Accessible Design Standards for Railway Stations' Previously 'Accessible Train and Station Design for Disabled People'

4.7 The Local Planning Authority also recognise other relevant topic specific frameworks that may be material to the consideration of this planning application. This includes:

- Mayor's Transport Strategy (2018)

4.8 The Mayor of London is in the process of producing a new London Plan to supersede the currently adopted version (i.e. The London Plan, March 2016). An initial draft was published for consultation between December 2017 – March 2018; and then a further draft with the Mayor's minor suggested changes was published on 13th August 2018, along with consultation responses received by the Mayor on the draft new London Plan. An Examination in Public (EiP) opened on 15th January 2019 and was conducted by a panel of three Planning Inspectors appointed by the Secretary of State. The EiP ultimately concluded on 22nd May 2019 and the Panel of Inspectors subsequently issued their report and recommendations to the Mayor on 8th October 2019. As a result of that, the Mayor has now issued his Intention to Publish version of the new London Plan to the Secretary of State. Therefore, in the determination of this planning application, the new London Plan and the draft policies contained within it are material planning considerations and those policies relevant to the proposed development should be afforded limited but appropriate weight.

4.9 The relevant draft policies of the draft new London Plan are listed below:

Table 1: Relevant emerging planning policies within the new Draft London Plan (2019).

Draft London Plan (December 2019) – *(Intend to Publish Version)*	
Spatial Development Patterns	
Policy SD1	Opportunity Areas
Design	
Policy D1 Policy D2 Policy D3 Policy D10 Policy D14	London's form and characteristics Delivering good design Inclusive Design Safety, security and resilience to emergency Noise
Social Infrastructure	
Policy S6	Public toilets
Green Infrastructure and Natural Environment	
Policy G6	Biodiversity and Access to Nature
Sustainable Infrastructure	

Policy SI1 Policy SI4	Improving Air Quality Manging heat risk
Policy SI12	Flood Risk Management
Policy SI13	Sustainable Drainage
Transport	
Policy T1 Policy T3	Strategic Approach to Transport Transport capacity, connectivity and safeguarding
Policy T4	Assessing and Mitigation Transport Impacts
Policy T7	Deliveries, Servicing and Construction

4.10 The Council have also recently carried out consultation of the a new 'Barnet Draft Local Plan (January 2020)' in accordance with Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012. This is intended to replace the Barnet Local Plan (namely the Core Strategy DPD and Development Management Policies DPD). The relevant draft policies of the Barnet Draft Local Plan (Reg 18) are listed below:

Table 4: Relevant emerging planning policies within the new Barnet Draft Local Plan (Reg 18) (January 2020).

Barnet Draft Local Plan (Reg 18) (January 2020) – *(Intend to Publish Version)*	
Growth & Spatial Strategy	
Policy GSS02	Brent Cross Growth Area
Policy GSS03	Brent Cross West Growth Area
Character Design & Heritage	
Policy CDH01 Policy CDH02 Policy CDH03	Promoting High Quality Design Sustainable and Inclusive Design Public Realm
Environment & Climate Change	
Policy ECC01 Policy ECC02 Policy ECC06	Mitigating Climate Change Environmental Considerations Biodiversity
Transport & Communications	
Policy TRC01 Policy TRC02	Sustainable and Active Travel Transport Infrastructure
Community, health and wellbeing	
Policy CHW01 Policy CHW04	Community Infrastructure Making Barnet a safer place

Other Relevant Council Decisions

4.11 Council decisions in relation to the regeneration of BXC date back to 2004. In relation to the delivery of the New Train Station, relevant decisions have been made by the Cabinet Resources Committee and more recently by the Council's Assets, Regeneration and Growth Committee and Policy and Resources Committee. The following is a summary of relevant decisions.

4.12 The delivery of the Thameslink Station, and associated infrastructure including land acquisitions, will be funded by public sector initially from the existing Council capital budgets as approved by the Assets, Regeneration and Growth Committee on 17th March 2016 and Policy and Resources Committees on 17th May 2016 and 28th June

2016) and also from DCLG grant funding and public sector borrowing.

4.13 Cabinet Resources Committee, 16 January 2014 (Decision Item 6) – approved in relation to the Thameslink Station, that the Council continue the design and development work to develop the business case and funding strategy for delivery of the Thameslink Station, subject to approval of the capital funding bid by Cabinet on 25 February 2014.

4.14 On the 11th July 2016 and again on the 5th September 2016 the Council's Assets, Regeneration and Growth Committee approved the making of the London Borough of Barnet (Brent Cross Cricklewood) Compulsory Purchase Order (No. 3) 2016 (known as CPO3) to assemble the land required to develop the Thameslink Station and associated infrastructure work packages. The Order was subsequently made on 7 September 2016 and a public inquiry into CPO3 was conducted by an independent Planning Inspector appointed by the Secretary of State in September 2017. Subsequently on 15th May 2018, the Secretary of State for Housing, Communities and Local Government confirmed CPO3 in full.

4.15 On the 27th November 2018 the Council's Assets, Regeneration and Growth (ARG) Committee approved the Council to enter into the Implementation Agreement with Network Rail to deliver the sidings and rail systems works within the Brent Cross Thameslink project area of the wider Brent Cross Cricklewood regeneration area, subject to the funding strategy being approved by Full Council on the 18th December 2018 following consideration by Policy and Resources Committee on the 11th December. The ARG report noted that in order to deliver the new Thameslink Station by May 2022 and secure the comprehensive development of Brent Cross Cricklewood development south of the A406 North Circular ('Brent Cross South'), the Council was required to enter into the Implementation Agreement with Network Rail by December 2018. This would ensure that the rail possessions that have been booked to enable different stages of the work to be carried out, can be utilised. As part of entering into the Implementation Agreement, the contract for the replacement sidings and railway system elements was also let, allowing this critical piece of infrastructure to be delivered and thus maintain the programme of delivery for the new Thameslink Station.

4.16 On 11 December 2018, the Policy and Resources Committee approved, subject to referral to Full Council, the OJEU procurement for the station platforms and station access / pedestrian bridge elements of the Thameslink programme to encourage increased market competition and scope for achieving best value for money and that the contract award decision will be reported to the Assets, Regeneration and Growth Committee for approval. Full Council approved the procurement strategy on 18 December 2018.

4.17 On 3 October 2019, the Policy and Resources Committee (P&R) approved the appointment of Volker Fitzpatrick Ltd as the preferred bidder to design, build and handback the Brent Cross West Station and Vinci Taylor Woodrow as reserve bidder. The Committee also authorised the Deputy Chief Executive in consultation with the Chairman of the Committee to finalise and enter into the NEC contract to deliver the Brent Cross West Station with the preferred bidder (or with the reserve bidder should it prove not to be possible to complete contracts with the preferred bidder).

4.18 The contract between the Council and Volker Fitzpatrick was signed on the 23rd December 2019 for Volker Fitzpatrick to design, build and handback the Brent Cross West Station.

4.19 Volker Fitzpatrick are now progressing the detailed design of the station, taking into consideration the separate ongoing agreements relating to ownership and maintenance arrangements. Regular meetings are taking place between the council, Network Rail, VF and BXS to ensure that the station, pedestrian bridge and access buildings come forward in an integrated way.

Relevant Planning History

4.20 For the purposes of this Reserved Matter Application, the table below summarises the planning history relevant to the Application Site including substantive planning applications on land in the immediate vicinity and related to the wider Brent Cross Cricklewood regeneration scheme:

Table 5: Planning history relating to the Application Site

Reference Number	Development Description	Decision
17/5761/EIA	Use of railway land for the transportation of aggregates and non-putrescible waste (construction) by rail including dismantling and removal of lighting tower; levelling of site and provision of landscape bund; 2no. open stockpile areas each containing 10 storage bins and 2no. partially enclosed stockpile areas each containing 10 storage bins; acoustic and perimeter fencing; CCTV, security hut, welfare hut, a weighbridge, 2 no. wheel wash facilities, dust suppression system, drainage, parking for HGVs and cars, traverser road, replacement rail track sidings, continued use of existing building for staff and welfare facilities; and other infrastructure and ancillary works including alterations to the existing access to Edgware Road and provision of new landscaping. (Part Retrospective) Cricklewood Railway Yard, Land At Rear Of 400 Edgware Road, Cricklewood, London NW2 6ND	Approved 06/07/2018
17/6714/EIA	Demolition of the existing building and erection of a new building for use as a waste transfer station for reception, bulking and onward transportation of municipal waste, food waste, dry mixed recycling, bulky waste, street sweeping and street cleansing wastes. Provision of waste reception, storage bays, loading facilities, fencing and temporary acoustic fencing, CCTV, office and welfare facilities, weighbridges, dust and odour suppression systems, exhaust stack, drainage, plant room, parking for staff and visitors, and temporary retaining wall. Application includes works to the A5 Edgware Road/ Geron Way junction including signalisation, and other associated infrastructure and ancillary works. 2 Geron Way, Cricklewood, London NW2 6GJ	Approved 30/10/2018

18/3100/CON	Details of Early Works pursuant to Condition 49.1 relating to Sub-Phase 2 (South) (Thameslink Station) of planning permission F/04687/13 dated 23.07.2014 for the Brent Cross Cricklewood regeneration area Brent Cross Cricklewood Regeneration Area	Approved 20/07/2018
18/5244/EIA	The construction of a compound for use by railway staff and train drivers, including the erection of a two storey office and welfare block with associated yards, site levelling, external lighting, fencing, gates, fuel tank firewall, and landscaping; construction of new service and access road with bollards and footways; vehicular parking; storage facilities; installation of underground attenuation tanks; the relocation of railway related plant and equipment including fuel tanks, sand silos, retention of plant associated with a carriage washing facility, waste bins, and compactor; and the temporary use of land for construction compounds, comprising site offices, material storage, and car parking. Cricklewood Sidings, Land Rear of Brent Terrace (South) Brent Terrace, Cricklewood, London NW2 1BX	Approved 14/12/2018
18/5647/EIA	The construction of a train stabling facility involving the installation of railway tracks, vehicle barriers and bollards and a buffer stop; construction of pedestrian and drivers walkways; erection of pedestrian access gates, vehicle restraint barriers, overhead line equipment, noise barriers, and lighting columns; provision of single storey modular buildings, parking spaces, and construction compounds; and the realignment of existing Midland Main Line railway tracks to serve the new Train Station. This application is accompanied by an Environmental Statement. Cricklewood Sidings, Land Rear of Brent Terrace (South) Brent Terrace, Cricklewood, London NW2 1BX	Approved 14/12/2018
19/4900/FUL	Demolition of the 'Jerich Shed' to enable the future development of the Brent Cross Thameslink station.	Approved 29/01/2020

Reserved Matters and Other Matters Applications

4.21 To date, Reserved Matters Applications have been approved for the following: Phase 1A (North) (references: 15/00720/RMA, 15/00769/RMA, 15/03312/RMA, 15/03315/RMA, 15/06571/RMA, 15/06572/RMA, 15/06573/RMA 15/06574/RMA); 1A (South) (reference 15/06518/RMA); Phase 1B (North) (reference 17/2963/RMA); Phase 1A (South) (reference 17/8019/RMA); Phase 1B (South) - Plot 12 (reference 17/6662/RMA); Phase 1C - Plot 13 (reference 18/6337/RMA) and Plot 11 (reference 18/6409/RMA).

4.22 Drop-in planning permissions have been granted for Claremont Park within Phase 1B (South) (reference 19/2291/FUL) and highways and public realm infrastructure associated with Phase 1 (South) (reference 18/6645/FUL).

Pre-Reserved Matters Application Conditions

4.23 The Section 73 Permission for the Brent Cross Regeneration includes a number of Pre-Reserved Matters conditions intended to establish key principles of the forthcoming development. The majority of these require submission prior to applications for reserved matters being submitted to the Council. Reserved Matters applications are required to accord with commitments and strategies approved under these conditions where relevant. All of the relevant Pre-RMA conditions pursuant to Phase 2 (South) (Thameslink Station) have been submitted to the LPA, and **Appendix 2** lists those Pre-Reserved Matters Conditions which have relevance to this Reserved Matters Application.

Pre-Application Advice

4.24 The planning strategy for the delivery of New Train Station and the associated development works has evolved over time in consultation with the Local Planning Authority and other key stakeholders; including the development partners for BXS LP. A pre-application request for advice was first issued to the LPA on 1 March 2016 relating to the rephasing of the New Train Station and associated infrastructure components and since that time regular planning and design development meetings have been held with the LPA and relevant development partners to ensure that interface matters between New Train Station and associated development works are properly addressed.

Pre-Application Consultation

4.25 The 'Statement of Community Involvement (prepared by GL Hearn, dated July 2019) submitted with the application, sets out the pre-application consultation the applicant has undertaken with residents and other stakeholders in the context of the proposed development and the wider BXC regeneration scheme, particularly in relation to the development packages contained within Phase 2 (South) (Thameslink Station) sub-phase.

4.26 Section 4.1.2 of the Council's Statement of Pre-Application Consultation (2015) states 'The aim of pre-application consultation is to encourage discussion before a formal application is made, enabling communities to have an influence on a planning proposal before it is finalised. The process can help to identify improvements and overcome objections at a later stage. Such pre-application consultations can take the form of exhibitions, presentations, workshops or simply a letter or mail shot'.

4.27 Consultation has been undertaken in accordance the provisions approved under Planning Condition 1.23 (Public Consultation Strategy) of the S73 Permission (LPA Ref:14/07891/CON) and in accordance with the advice contained in the National Planning Policy Framework (NPPF).

4.28 The Applicant's Consultation Statement sets out the programme of public and stakeholder consultation undertaken between April 2017 and May 2019. To advertise these events and notify residents and local businesses of proposals, a project newsletter was posted out to approximately 42,000 residents and local business. In

addition, the events were publicised on the Council's website and via social media accounts.

Stakeholder engagement and Public Engagement

4.29 Residents and key stakeholders were invited to attend a dedicated stakeholder event to provide further information regarding the New Train Station development, which enabled members of the public to view the updated proposals and provide comments prior to the development of the final proposal; and the submission of the Reserved Matters Application. A series of public exhibition events took place on:

- Wednesday 3rd April 2019, 5pm – 9pm (Whitefield School, Claremont Road, London, NW2 1TR

- Thursday 4th April 2019, 10am – 4pm (Clayton Crown Hotel, 142-152 Cricklewood Broadway, Cricklewood, London NW2 3ED)

4.30 In total, 106 members of the public attended the public events.

Consultative Access Forum

4.31 The Applicant has engaged in pre-application discussions with the Brent Cross Cricklewood Consultative Access Forum (CAF) prior to the submission of the Reserved Matters Application.

4.32 The CAF is a group of individuals with expertise in inclusive access and personal experience of disability issues drawn from the local and regional community including existing users of the local area and other facilities. The establishment of the CAF was a planning obligation under the terms of Schedule 13 of the Section 106 Agreement attached to the S73 Permission and was first set up in 2015. The CAF is required to consider, comment and review design proposals for any applications for Reserved Matters, which relate to inclusive design, or where otherwise required in accordance the provisions in the BXC Mobility Feasibility Study approved under Condition 1.25 (LPA Ref: 14/07955/CON) of the S73 Permission. The CAF have commented on a number of reserved matters applications since 2015.

4.33 Consultative Access Forum meetings took place on 24th April 2019, 8th May 2019 and 24th February 2020; and the focus of the meetings have been on step-free access from the station entrance to the platform level and ways of providing level access from the platform to the train (the latter requires the regulatory rail authorities support for the relevant design adjustments). The Aecom Level Access Feasibility Report (commissioned by the Applicant) submitted in support of this application demonstrates that platform humps are a deliverable option at the New Train Station. This report was shared with the CAF members who have provided feedback and suggestions to the consultants (Aecom). In addition, CAF are aware that the Applicant intends to progress discussions with Network Rail and GTR who both in principle support the provision of level access from platform to train at the New Train Station. The Applicant has confirmed that discussions with CAF will continue with the aim to deliver level access with the requirements of all users in mind. However this remains subject to the approval

of the relevant regulatory authorities who govern the railway network including Network Rail, the Train Operating Companies and the Office for Road and Rail.

Statutory and Other Technical Consultation Responses

4.34 In accordance with the relevant Regulations (Town and Country Planning (Development Management Procedure) Order 2010 (as amended) and Town and Country Planning (Mayor of London) Order 2008), the Local Planning Authority ('LPA') conducted a number of consultations with both statutory and non-statutory bodies relevant to the development proposed within this application. The consultation responses received following this initial consultation (i.e. following validation of the planning application) are summarised below with an Officer response provided where necessary for the purposes of clarification.

4.35 **The Greater London Authority** did not provide any comments in response to the LPA's consultation

4.36 **London Brough of Brent** is supportive of the proposed development and welcomes the development proposal to improve connectively across the railway between Brent and the new development area as well as to the New Train Station development.

Brent Council acknowledge the West London Orbital scheme, and the feasibility study conducted by Re, Capita on behalf of London Borough of Barnet, and request that further considerations should be given to future development plans, including the Staples Corner Master Plan. Brent Council note the ambition of the Staples Corner masterplan and that it is unclear at this stage, to what extent this development would generate additional patronage for the New Train Station and the submitted Design and Access Statement states that majority of the rail users would come from the new Brent Cross South development. Brent Council request that sufficient flexibility should be designed into the western entrance to cater for future capacity demands from future development growth.

LB Brent acknowledged that the new station will need to provide cycle parking adjacent to both entrances; the quantum of which, according to the London Plan, is subject to consultation with TfL and would be subject to a separate planning application, which LBB Brent would like an opportunity to comment upon. In addition, LB Brent request that public realm and access over A5 is designed to reduce unnecessary private vehicular trips and increase provisions for walking and cycling

Lastly, demand for on-street parking as a result of the station has the potential to impact the Dollis Hill area and therefore Brent Council have suggested that the S106 funds agreed (through the Consolidated Transport Fund) may be required upon station opening (or before); however, this will need to be agreed through the Transport Advisory Group.

Officer Response:

The applicant confirmed that based on capacity assessments for the station, future growth scenarios and stress tests have been undertaken to ensure the station can maintain a significant increase in passenger numbers in the future. These

assessments have been undertaken up to 2075 and demonstrate that the station could accommodate a significant number more than the current projected passenger numbers per year, allowing for significant growth and uplift in the area. As set out in paragraphs 5.18-5.21 of this report, obligations exist within the S106 Agreement for the Developers to fund the Council's preparation and implementation of Controlled Parking Zones within Barnet and Brent to ensure that such parking controls are provided to mitigate and control on-street parking as a result of the Development.

4.37 **Transport for London (TfL)** is supportive of the proposed development and states that it is important that the development is integrated with the local bus network to minimise walking distances between bus stops and the station entrance and to improve legibility and visibility to the station. In regard to the Reserved Matters Transport Report submitted pursuant to condition 37.5 of the S73 Permission (considered separately under LPA reference 20/1052/CON) which accompanies this application; the following comments were raised:

- TfL acknowledges that step free access from the street to the train station would be provided; however, confirmation is required that the pedestrian route from the nearest bus stops has been assessed in terms of inclusive design, taking account of wheelchair users, visual impairments, and other mobility disabilities.

- TfL acknowledges that the Interim Transport Interchange would be delivered prior to the New Train Station opening in 2022 and recommend engagement with TfL is formalised; to ensure that bus and cycle access provisions to the New Train Station are prioritised.

- Prior to the designation and provisions of a taxi rank, or access for private hire vehicles, TfL and the Cab Rank Committee should be consulted.

- Clarifications required whether the design of the cycling route is based on the London Design Cycling Standards; to reduce road danger, through managing speed, or reducing risk of conflict between vulnerable road users and other vehicle or improve visibility and sightlines.

- TfL recommends that cycle parking provisions are provided near the western entrance on Geron Way, as well as within the Interim Transport Interchange.

- Confirmation regarding the distance between the station entrance and nearest bus stops to the site is required; confirming what wayfinding information will be provided along these routes.

- Unclear whether cyclist can use the Train Station Bridge and whether this route would be segregated or unsegregated; and whether lifts could accommodate all types of cyclists.

4.38 The applicant submitted an updated Reserved Matters Transport Report pursuant to Condition 37.5 of the S73 Permission (LPA ref: 20/1052/CON) and in support of this application. **Transport for London (TfL)** were reconsulted on 3rd March 2020 and

provided further comments. (please refer to paragraph 4.65)

4.39 **Network Rail** is supportive of the proposal and provided no comments.

4.40 **Environment Agency (EA)** identified that the Application Site is of Low Risk and no comments were raised.

4.41 **Natural England** raised no objection and considers that the proposed will not have significant adverse impacts on statutorily protected sites or landscapes.

4.42 **National Grid** did not provide any comments in response to the LPA's consultation.

4.43 **Thames Water** raised no objection and is satisfied with the details proposed.

4.44 **Affinity Water** did not provide any comments in response to the LPA's consultation.

4.45 **London Fire Brigade** recommends that a suppression system should be provided in risk areas; due to the limited brigade access and extended travel distances to the concourses.

Officer Response:
The Applicant provided a response to confirm that during the development of the design, a Fire Engineering Report has been produced and accepted by Network Rail that does not include the provision of a fire suppression system. This is due to the relatively low risk of a fire developing within the station and the provision of 60-minute fire compartmentation of any higher risk rooms (including Lift & Escalator Machine Rooms). The design is compliant with Part B of Building Regulations 2010.

The Applicant has confirmed that they will engage with the LFB during the development of an updated fire strategy during detailed design. A condition is therefore recommended to secure this.

4.46 **British Transport Police** confirmed that they have been consulted during the design and development of the New Train Station and will continue to engage with the Applicant to review crime mitigation measures.

4.47 **Metropolitan Police (Designing Out Crime Officer)** recommends the Applicant to continue to engage with British Transport Police and ensure that appropriate safety and security measures are in place.

Officer Response:
The Applicant has confirmed that the British Transport Police have been consulted during the design of the station, including input into the Security Strategy and Threat, Vulnerability & Risk Assessment. The Applicant has advised that they will continue to engage with the BTP during the development of the detailed design for the station.

4.48 **The Council's Environmental Health Officer** has reviewed the submitted Environmental Statement (Statement of Compliance and Further Information Report – Volume 1) and Travel Plan. As the vehicle congestion is prevalent in the local area,

with the area dominated by substantial highway roads in order to reduce Air Quality impacts it is advised that sustainable and active travel modes should be provided to encourage the use of the New Train Station and provide safe routes for pedestrians and cyclists. A new Barnet Transportation Strategy is currently being drafted for 2041 and it is recommended that the Applicant participates.

The Applicant provided a response and the Environmental Health Officer was consulted further.

4.49 **Transport Planning and Regeneration Team** reviewed the Reserved Matters Transport Report (RMTR) submitted pursuant to condition 37.5 of the S73 Permission (LPA ref: 20/1052/CON) and accompanying this application. Those queries necessitated clarifications to be provided were in relation to:

- CPZ measures to be agreed and implemented prior to the opening of New Train Station; to the New Train Station opening to protect the local amenity from any resultant commuter parking.

- Cycle provisions proposed to be better accommodated in the design;

- Clarifications regarding the serving and delivery measures proposed;

- Requirement of suitable cycle parking facilities for both the western and eastern sides of the New Train Station;

- The anticipated number of pedestrians travelling across the bridge from non BXS development and those not using the station, and whether this has been accounted for in the assessment and design.

4.50 The Transport Planning and Regeneration team also reviewed the submitted Station Capacity Assessment, and it was recommended that references should be made to the WLO Brent Cross West Interchange Feasibility study commissioned by the Council and reported to the Assets, Remuneration and Growth Committee on 3rd October 2019.

4.51 The Applicant provided a response and the Transport Planning and Regeneration Team was consulted further on 3rd March 2020 and provided further comments. (please refer to paragraph 4.67)

4.52 **The Councils Ecologist** has reviewed the submitted 'ES Statement of Compliance and Further Information Report (Vol.1 CAPITA, October 2019)'; specifically, those chapters relating to Ecology and Biodiversity. They commented that an initial screening through the construction programme is welcomed. They recommended that the lighting strategy should comply with the Institution of Lighting Professionals (ILP) Guidance Notes. The potential for a 3m fencing on the eastern boundary of the vegetation corridor as a mitigation measure is welcomed to limit any obtrusive lighting; however, should not hinder health and safety.

Officer Response:
The vegetation corridor falls outside of the red line boundary of this application and is something that will be provided in a later phase of the development. This is discussed at paragraph 5.153 of this report.

4.53 **The Lead Local Flood Authority** did not provide any comments in response to the LPA's consultation.

4.54 **The Council's Development Travel Plans** Team did not provide any comments in response to the LPA's consultation.

4.55 **Ward Councillors for Childs Hill** did not comment on the application.

4.56 **Ward Councillors for Golders Green** did not comment on the application.

4.57 Based on the Council's current database, a number of other residents' associations and community forums were also consulted on the planning application but have not provided any comments. This included: Cricklewood Community Forum, Cricklewood Neighbourhood Association, Cricklewood Residents Association, Railway Terrace Community Association, Brent Terrace Residents Association. However, no comments have been received from these particular organisations.

4.58 As the planning application was accompanied by an Environmental Statement - Statement of Compliance and Further Information Report (Volume 1), the Department for Housing, Communities and Local Government's National Planning Casework Unit were also notified on validation in accordance with Regulation 19 (3) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017.

Public Consultation Responses

4.59 Upon validation of the application, the Local Planning Authority notified 1092 properties within the vicinity of the Application Site. The Application was advertised in the Local Press Newspaper on 28th November 2019 and by site notice. The public consultation ran for a 4-week period between 21st November to 19th December 2019. In response to this consultation period, 2 letters of objection and 1 public representation were received in response to the application. A summary of the representations is provided within **Appendix 3** to this report. The objections raised broadly relate to the following issues:

- Future growth potential at Brent Cross West and the envisaged West London Orbital Scheme; and
- Pedestrian access to the western entrance to the New Train Station and possible transport interchange facilities.

SUBMISSION OF ADDITIONAL AND REVISED INFORMATION

4.60 As a result of the LPA's consultation exercise following registration of the planning application, and the consultation responses and public representations received (as summarised above), the applicant submitted additional and revised information on 3rd March 2020 for the LPA's consideration to address the issues identified.

Further Consultation Responses

4.61 On receipt of the aforementioned further information, the LPA sought to re-consult those who had requested clarification and/or recommended conditions to be attached to any planning permission granted. The further consultation responses received are summarised in the following paragraphs:

Statutory and Other Technical Consultation Responses:

4.62 **Natural England** raised no objections and confirmed that the proposed amendments are unlikely to have significantly different impacts on the natural environment.

4.63 **The Council's Environmental Health Officer** raised no objections and notes the applicant's response and recommended that the Applicant participates in the engagement to draft a New Barnet Transportation Strategy for 2041.

4.64 **Environmental Agency (EA)** identified that the Application Site is of Low Risk and no comments were raised

4.65 **The Councils Ecologist** recommended that a mitigation strategy should be proposed that decreases disturbance of important bat flight lines through the development site and its relation to the wider River Brent Corridor which provides flight lines and links between known roost sites to the south and east of the site and the known foraging grounds of Brent (Welsh Harp) reservoir. The mitigation should be to minimise and reduce the likely input from exterior lighting and lighting assessment should be directed and consulted upon by an ecologist prior to installation.

Comments on Reserved Matters Transport Report

4.66 **Transport for London (TfL)** provided the following comments following the submission of the updated Reserved Matters Transport Report (RMTR) (dated March 2020) pursuant to condition 37.5 of the S73 Permission (LPA ref: 20/1052/CON) in support of this application:

- Further clarifications whether the pedestrian route from the nearest bus stops has been assessed in terms of inclusive design, taking account of wheelchair users, visual impairments, and other mobility disabilities.

- Further clarifications were required whether buses can safely turn into Geron Way using the new signalised junction. In addition, no assessment or measures are proposed for the pedestrian routes to nearby bus stops.

- Further clarifications required to demonstrate how cyclists would access the New Train Station from Geron Way.

- TfL requested that 30 cycle stands should be secured on the western side of the station.

- Wayfinding and provisions for bus stops/ stands on Geron Way should be secured.

- Further clarifications why lifts have not been designed to accommodate all types of cyclists.

Officer Response:
Following the clarifications provided by the Applicant in an email dated 12th March 2020, Transport for London (TfL) are now satisfied that no further information is required to be submitted to the LPA. However, TfL asked how the development and implementation of the future interchange facilities, highways and public realm would be addressed. These details will be the subject of future RMAs and further planning applications which will be submitted to the Local Planning Authority in due course. In addition, it should be noted that as per the provisions of Condition 21.27 of the S73 Permission all elements of the Eastern Entrance and the Interim Transport Interchange T1 are required to be practically completed and available for public use before the New Train Station can be opened.

4.67 The Council's **Transport Planning and Regeneration Team** has engaged extensively with the Applicant and has reviewed the updated Reserved Matters Transport Report (dated March 2020) submitted pursuant to condition 37.5 of the S73 Permission and accompanying this application and provided the following comments:

- Reiterated the need for a CPZ to be in place prior to the New Train Station opening.

- Information to show that the lifts would be able to accommodate both pedestrians and unmounted cyclists.

- Sufficient cycle parking should be provided at the western end of the bridge to cater for cycle trips to the New Train Station from Brent and elsewhere in Barnet

- Delivery and Service Plan should be provided or secured prior to the New Train Station opening.

Officer Response:
The above comments have been addressed in the delegated report for the discharge of Condition 37.5 for the RMTR (LPA ref: 20/1052/CON) and have also been discussed in section 5 (Planning Appraisal) under sub-heading 'Highway and Transport Impacts' of this report.

Public Representations

4.68 In response to this second public consultation 2 objection letters and 2 public representations were received. Three requests to speak at planning committee were received. Of the two objections, one was received from a responder who objected to the first round of consultation whist the other was a new objector. The comments made by the new objector raise similar issues to comments received in the first round of consultation relating to:

- The West London Orbital Scheme should be a material consideration and taken into consideration in the station design;
- The 'Barnet Growth Strategy' is also a material consideration;
- Objections raised regarding the capacity of the New Train Station

4.69 The two public representations were from the same bodies that The comments from the second round of consultation have been summarised within **Appendix 3** to this report.

Other Material Considerations

West London Orbital

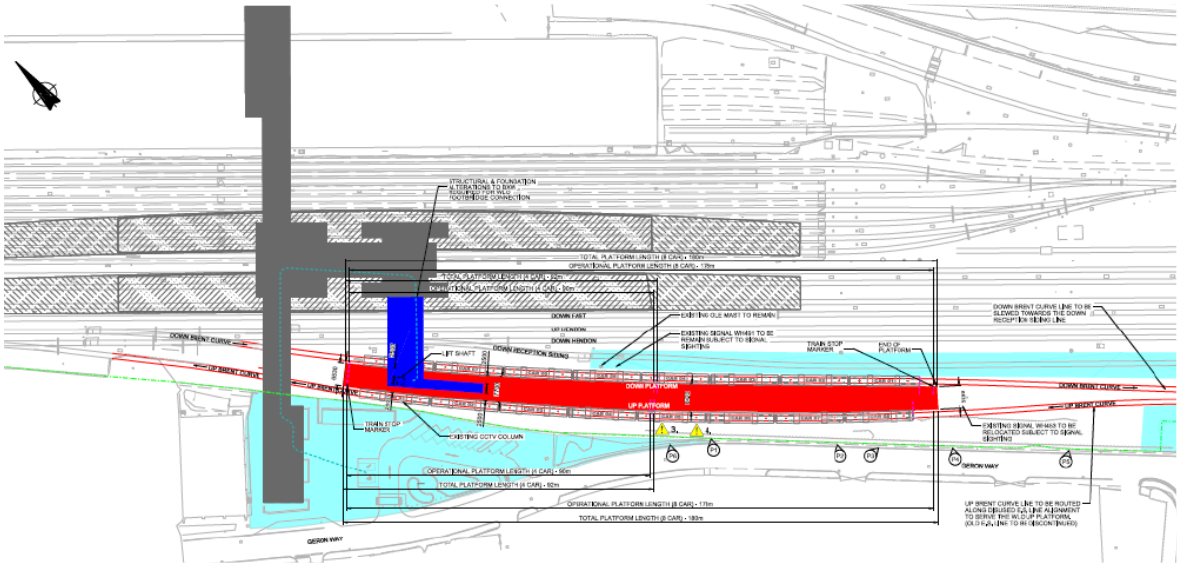
4.70 The London Borough of Barnet commissioned Capita to carry out a feasibility study into the potential future interface with the Brent Cross West Thameslink Station (the New Train Station which is the subject of this application) and the envisaged West London Orbital (WLO) rail line. The outcome of that study resulted in the publication of a report titled 'West London Orbital - Brent Cross West Interchange Station Feasibility Study Report (September 2019, Re Capita)'.

4.71 The West London Orbital (WLO) is proposed new rail service that Transport for London (TfL) are considering on existing, underused rail lines in west London as part of the London Overground network. It is identified in the draft new London Plan (December 2019) and the Mayors Transport Strategy and is also reflected in Barnet's new Draft Local Plan. It has potential to secure improvements to accessibility and unlock further growth opportunities along the route.

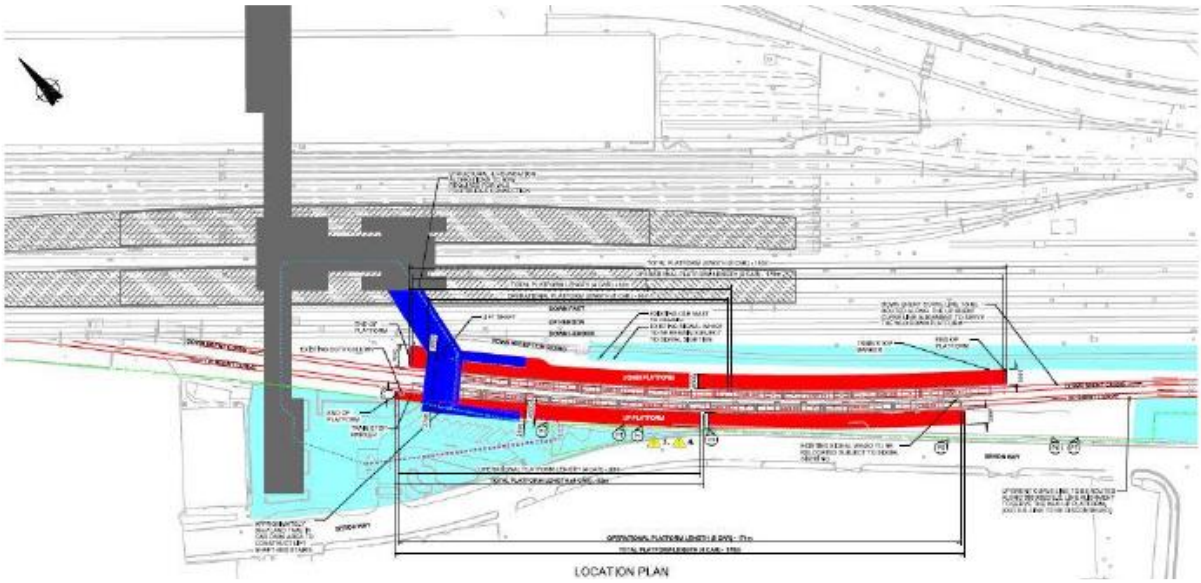
4.72 The West London Orbital rail line would run from Hounslow and Kew Bridge towards Hendon and West Hampstead in the north. The Strategic Outline Business Case (SOBC) for the scheme has been formally published by TfL with agreement in place to review the technical feasibility of the development and identify the economic benefits to determine whether the envisaged scheme would be viable. The new rail service consists of core stations located between South Acton and Neasden via the 'Dudding Hill' line, with two branch options at either end, to Hendon-West Hampstead in the north, and to Hounslow-Kew Bridge in the south; including a connection at Old Oak Common.

4.73 In relation to its connection with the New Train Station, the feasibility study presented and reviewed three design options for the provision of new WLO platforms located on the Up and Down Brent Curve serving 4 and 8 car trains. Option 2 for one single faced

platform was discounted because it will require a complex timetabling/signalling design and that it would likely introduce significant constraint to the operations on the Brent Curve lines at a crucial location of the WLO route (i.e. in close proximity to Brent Curve junction). This would likely restrict the number of trains services per hour on the WLO and potentially hinder railway development opportunities further north beyond Hendon. Options 1 (one island with two platform faces) and 3 (two single face platforms) are illustrated in the study and appraised.



Extract from WLO Feasibility Study showing 'Option 1' platform arrangement - one island platform with two platform faces



Extract from WLO Feasibility Study showing 'Option 2' platform arrangement - two single face platforms

4.74 The study also reviewed an option for a new footbridge connection to the west side of the upper concourse of the proposed New Train Station to create the interchange with

the potential WLO station. This results in a ‘wide’ bridge which will be an extension to the New Train Station concourse. At this design stage the feasibility study assumed that this would have sufficient capacity for the anticipated volume of passengers to the WLO line platforms (i.e. approximately 10% increase on the design year values for the New Train Station of 5m entries and exits per annum). In both design options considered, a second access could be provided on Geron Way if capacity proves to be an issue.

4.75 The study identified areas were provisions for infrastructure could be proposed. However, it also highlighted that there are a number of assumptions which are yet to be decided as part of the WLO project and need further consideration by TfL and relevant stakeholders. These include confirming the most viable design option to further develop, station capacity and forecasted pedestrian demands, station access and platform requirements.

4.76 Further work to assess the feasibility of integrating the new Brent Cross West station with the West London Orbital would need to be progressed during the next stage of the scheme. The West London Orbital Feasibility Study, section 7.3 Station Platform Design Requirements states that *“A station capacity assessment will need to be carried out at the next development stage to determine the optimum usage and flow of passengers through the proposed WLO station. The capacity assessment should be based on commuter demand from the peak periods with considerations for normal and abnormal operations”*. Furthermore, the report states that *“A number of assumptions were made in the development of the study which will require validation at the next stage in line with the overall WLO proposals. A key assumption is the rolling stock to be used on the WLO lines. Therefore, this feasibility study will require validations after the selection of a preferred rolling stock.”*

4.77 The study demonstrates that the proposed New Train Station including the new platforms, bridge and access arrangements would not prejudice the ability for a new station on the proposed West London Orbital line to be delivered. The design of the New Train Station includes the ability for a new footbridge connection to be installed to allow interchange between services, should the WLO come forward in the future.

5. PLANNING APPRAISAL

Principle of the Proposed Development

5.1 As set out in section 4 of this report, the 'New Train Station' is defined as an item of Critical Infrastructure within Phase 2 (South) (Thameslink Station) sub-phase of Phase 2 (South). The Application Site falls entirely within the Brent Cross Cricklewood ('BXC') Regeneration Area as identified by the 'Cricklewood, Brent Cross and West Hendon Regeneration Area Framework (2005)' and is defined on the Local Plan Proposals Map. This designated regeneration area forms part of the adopted development plan for the area and is the subject of saved policies contained within Chapter 12 of the Council's UDP (2006) and the Local Plan: Core Strategy DPD (2012). As such, the principle of the proposed development set out within this planning application benefits from outline planning permission and has already been established in planning terms.

5.2 In terms of the policy position, Barnet's Core Strategy Policies CS NPPF (Presumption in favour of sustainable development), CS1 (Barnet's place shaping strategy) and CS2 (Brent Cross – Cricklewood) set out the Council's strategy for development within the Borough in terms of ensuring planning applications that accord with Barnet's Local Plan are approved without delay, focussing housing and economic growth in the most suitable locations, and ensuring an appropriate level of transport provision is provided, particularly as part of regeneration schemes. This includes delivery of the BXC regeneration scheme which is one of the Borough's major focuses for the creation of new jobs, homes, as well as key rail facilities through the comprehensive redevelopment of the regeneration area. Support for the delivery of this regeneration scheme is set out within saved Policies GCrick and C1 of the Unitary Development Plan ('UDP') (2006) in terms of ensuring the comprehensive redevelopment of the BXC regeneration area. Additionally, Policy 2.13 of the London Plan (2016) sets out the Mayor's objectives for defined Opportunity Areas, of which 'Cricklewood/Brent Cross' is one. Development proposals within Opportunity Areas should (inter alia) support strategic policy directions for opportunity areas, provide the necessary infrastructure and support wider regeneration. These planning policy objectives for Opportunity Areas are continued to be enshrined within the draft new London Plan (July 2019) and in particular within Draft Policy SD1 (Opportunity Areas) and Policy T1 (Strategic Approach to Transport) which refers to Thameslink Programme.

5.3 Taking the above policies into account, overall it is considered that the proposed development accords with the Council's strategic objectives related to delivery of the BXC regeneration scheme and the Mayor's objectives associated with regeneration aspirations within identified Opportunity Areas. The proposed development would ultimately support the regeneration of the BXC regeneration area.

Relevant parameters and controls within the S73 Permission

5.4 Reserved Matters Applications in respect of all Plots and Bridge Structures within Phase 2 (South) are controlled through the provisions of Planning Condition 1.3 (ii) of the S73 Permission which requires the relevant details (i.e. Reserved Matters Applications) to be submitted prior to or by the 28 October 2020.

5.5 Planning Condition 2.1 lists the necessary documents that are required by the LPA in considering a Reserved Matters Application. Planning Condition 1.16 requires all Reserved Matters Applications to be in accordance with the parameters and principles described or referred to within the Revised Design Specification Framework (RDSF), Revised Design and Access Statement (RDAS) and Revised Design Guidelines (RDG).

5.6 The S73 Permission provides a number of parameters plans, which establish a series of clear principles and guidelines to help shape the future of the development. These plans also help drive the direction of the development and provide a fixed quantum of works; while determining the maximum and minimum controls in relation to the built forms, land uses, height levels and access arrangements.

5.7 The approved Parameter Plans should be in read in conjunction with the other relative key control documents approved under the S73 Permission and this includes: Revised Design Guidelines (RDG), Revised Design and Access Statement (RDSF) and the Revised Development Specification Framework (RDSF) (which the Parameter Plans are appended to). Collectively the aforementioned documents establish a series of development principles, which are used to guide the detailed design for future phases. For information purposes, the key parameter plans of relevance to the consideration of this application (which have been identified on page 15 of the submitted Explanatory Report), read as follows:

- *Parameter Plan 001: Development Zones (Rev 16):* This plan identifies development zones across BXC that reflect specific areas of character.

- *Parameter Plan 002: Transport Infrastructure (Rev 19):* This plan identifies a range of transport infrastructure requirements to facilitate the comprehensive redevelopment of BXC.

- *Parameter Plan 003: Public Realm & Urban Structure (Rev 19):* This plan identifies the network of new and existing public spaces and routes between them for pedestrians and cyclists.

- *Parameter Plan 004: Ground Level Land Uses to Frontages (Rev 16):* This plan identifies the describes the land uses on principle ground floor frontages.

- *Parameter Plan 005: Upper Level Land Uses to Frontages (Rev 17):* This plan identifies the general geometry and use of upper floor frontages.

- *Parameter Plan 006: Proposed Finished Site Levels (Rev 17):* This plan identifies finished site levels above ordinance datum (AOD) for infrastructure and public realm.

- *Parameter Plan 007: Maximum Building and Frontage Heights (Rev 15):* This plan identifies the maximum building and frontage heights permitted within different building zones.

- *Parameter Plan 008: Minimum Frontages Heights (Rev 12):* This plan identifies the minimum frontage heights permitted within different building zones in order to define key public spaces and routes.

- *Parameter Plan 014: Floorspace Thresholds (Rev 15)*: This plan and supporting text identifies floorspace thresholds for Building Zones within their respective Development Zones, listing the Primary Use and Remaining Floorspace.

- *Parameter Plan 015: Indicative Layout (Rev 7):* This plan illustrates one layout which the BXC development could be constructed.

- *Parameter Plans 020 – Parameter Plan 28: Indicative Zonal Layout Plans.* This series of plans illustrates one way in which each development zone could be implemented.

- *Parameter Plan 029: Indicative Phasing Plan (Rev 6):* This plan illustrates the staging of each phase of the overall BXC scheme under the s73 planning application.

5.8 The 'New Train Station' is defined as an item of Critical Infrastructure within Phase 2 (South) (Thameslink Station) sub-phase of Phase 2 (South). The details for that item of Critical Infrastructure is controlled though the provisions of Condition 14.2 which controls the detailed delivery for Critical Infrastructure (Pre-Phase) required pursuant to Phase 2 (South) (Thameslink Station) on an item by item basis.

5.9 Under the Glossary to Conditions of the S73 Permission, the definition for the 'New Train Station' and 'Train Station Bridge' reads as follows:

> ➢ ***"New Train Station"*** *means the new Thameslink Station to be located on the Midland Mainline and comprising associated floorspace of 2,416 sq.m in respect of the station building itself, excluding the Eastern Entrance but including:*
>
> *• western entrance;*
>
> *• Train Station Bridge; and*
>
> *• 3 platform zones (comprising a total of six platforms) accessed via the Train Station Bridge, gateways, escalators, lifts, stairs etc.;*
>
> ➢ ***"Train Station Bridge"*** *means the pedestrian bridge forming part of to be approved under Condition 14.2 of this Permission and which will provide access to the new station platforms in accordance with the parameters and principles set out in paragraphs 4.21 and 4.22 of the DSF and the following plans:*
>
> *• Parameter Plan 002; and*
> *• Parameter Plan 013*

5.10 As defined within the RDSF (specifically paragraphs' 3.32 and 3.32a), the S73 Permission includes the creation of a 'New Train Station' on part of Plot 3 situated within the Station Quarter Development zone located at the western end of the New High Street. It is envisaged that the New Train Station will provide significantly enhanced access to the new town centre, particularly the commercial development, which is anticipated to be delivered within the Station Quarter Development zone. Delivery of the New Train Station is therefore associated to the occupation of commercial floorspace within the Station Quarter Development Zone, and controlled through the provisions of Planning Condition 24.5.1 and 24.5.3 of the S73 Permission, which read as follows:

5.11 **Planning condition 24.5.1**

"Not to begin any Plot Development in the Station Quarter Zone which comprises B1 Business floorspace (and for the avoidance of doubt this shall exclude the CHP) unless and until a contract (the form of which has been submitted to and approved by the local planning authority) has been let to construct and deliver (the New Train Station) in accordance with the Detailed Delivery (Non-PDP) Programme and the relevant Phase 2 (South) (Thameslink Station) Details, and all other relevant Necessary Consents.

Reason: To facilitate the sustainable development of the proposed new business floorspace within the Station Quarter and improve the accessibility of the wider regeneration area by public transport.

5.12 **Planning condition 24.5.3**

Not to Occupy more than 100,000sqm of B1 business floor space in the Station Quarter Zone unless and until the New Train Station and Interim Transport Interchange T1 are practically completed and available for occupation and public use.

Reason: To facilitate the sustainable development of the proposed new business floorspace within the Station Quarter and improve the accessibility of the wider regeneration area by public transport.

5.13 In association with the New Train Station development works, the S73 Permission requires the delivery of the Train Station Bridge to provide pedestrian access to the New Train Station and platforms. The general location and design principles are identified on Parameter Plan 013 (Transport Interchanges) and Parameter Plan 002 (Transport Infrastructure). However, the exact location and configuration of the New Train Station and associated bridge structure were to be subject to consultation and agreement between the Local Planning Authority and Network Rail.

5.14 As illustrated on Parameter Plan 029 (Indicative Phasing Plan), Plot 3 is anticipated to form part of a development plot containing a mixed-use building or buildings. The Train Station Bridge is required to be designed in accordance with the following scale thresholds:

- a minimum clearance height of 5.8m (after an allowance for deck deflection from permanent loads and differential settlement) and a maximum of 7.5m; and

- an approximate overall length and width of 45 – 105m and 5 – 25m respectively (which will be refined at a detailed design stage).

5.15 The principle of the New Train Station is to provide a Category C train station, which complies with principles defined by the Department for Transport (DfT) and Network Rail.

5.16 As described in BXC05 Volume 1 Consolidated Transport Assessment, Main Report (BXC S73 TA Volume 1), the New Train Station would be served by Thameslink Services and envisaged to be integrated with the proposed Thameslink Enhancement Programme (TLP Services). The TLP services assumed that the New Train Station would accommodate the upgraded Thameslink Services (12 car trains), which cannot be accommodated at the existing Cricklewood Railway Station. The New Train Station is defined as a key component of the Integrated Transport Strategy (ITS) (the strategy to enhance and manage use of the transport networks serving the BXC regeneration area, and the surrounding areas) and identified to be located on the Midland Main Line (MML) railway corridor approximately between the existing Hendon and Cricklewood railway stations.

5.17 Under the S73 Permission, the New Train Station is envisaged to adjoin the nearby stabling sidings serving the existing fast and slow railway services. The RDSF and parameter plans envisaged 5 platforms at the station comprising two double faced platforms situated in between the slow and fast lines; with a single face platform serving the down fast line (referred by the Department of Transport as 'turnback' platform). All platforms were anticipated to measure 260metres, and slow lines were forecast to cater for 12,800 passengers in the AM peak period and 11,950 in the PM peak period; accumulating to approximately 46,600 passengers per day. The S73 Permission envisages canopies to be provided on all platforms covering at least four car lengths. Access routes to the platforms are required to be a minimum width of 3 meters and the New Train Station should comply with the provisions of the Disability Discrimination Act (DDA) to provide step free access from street to platform.

5.18 The S73 Permission also identifies the creation of a new and fully integrated Transport Interchange (defined as Transport Interchange T1), which is envisaged to form part of the Station Square, adjacent to the New Train Station located within the Station Quarter Development zone to significantly improve the accessibility of the local area. The main pedestrian route to and from the New Train Station at the eastern extent would be via the new 'High Street South' and 'Spine Road North'. The BXC S73 TA Volume 1 briefly describes the approximate location for the station entrance, and it was assumed that the station entrance adjoining the Transport Interchange T1 would accommodate majority of the pedestrians accessing the New Train Station and include ticketing accommodation. Other than the proposed configuration of the station entrances identified on Parameter Plan 022 (Indicative Zonal Layout Plan - Station Quarter and Parameter Plan 025 (Indicative Zonal Layout Plan - Railway Lands) and the brief description provided within the BXC S73 TA Volume 1, no specific scale thresholds have been specified.

5.19 Since the S73 Permission, the regeneration scheme has significantly developed, and in close consultation with the LPA and key stakeholders it was identified that bringing

forward the New Train Station into an earlier phase; from Phase 5 of the development to Phase 2 (2031 to 2022) would provide wider benefits for the BXC regeneration scheme. As described under paragraph 3.15, the New Train Station and associated developments were therefore rephased (LPA Ref: 17/3661/CON); with the delivery of Plot 3 split between Phase 2 (South) (Thameslink Station) and Phase 2 (South) (Thameslink Station Approach) sub-phases of Phase 2 (South).

5.20 The Phase 2 (South) (Thameslink Station) sub-phase comprising the delivery of the New Train Station, incorporating an entrance on the western side of the Midland Main Line railway and the Train Station Bridge (including concourse, barriers and ticket hall) is being delivered by the London Borough of Barnet in partnership with Network Rail (BXT). Phase 2 (South) (Thameslink Station Approach) comprising the delivery of the remainder elements of Plot 3, including detailed approval of the Eastern Entrance, Interim Transport Interchange T1 to cater for passenger demands upon station opening, along with Spine Road North and Claremont Park Road (Part 2) to facilitate access to the New Train Station, will be delivered by Argent Related (BXS LP).

5.21 Under the Glossary to Conditions of the S73 Permission, the definition for the 'Interim Transport Interchange T1' and 'Eastern Entrance' reads as follows:

- ***"Interim Transport Interchange T1"*** *means such proportion from time to time of:*

  (a) those elements of the Transport Interchange T1 comprising the items listed at sub-paragraphs (b) to (h) of the definition of Transport Interchange T1; and

  (b) the area within which those items are to be constructed,

  Necessary to cater for passenger demand generated by Phases 1 and 2 and any other Phases commenced at the time of the opening of the New Train Station and Interim Transport Interchange T1 and established in each subsequent Phase Transport Report for the Southern Development until delivery of the Transport Interchange T1 as agreed in writing with the LPA (in consultation with TfL);[3]

- ***"Eastern Entrance"*** *means the eastern entrance to the New Train Station and vertical circulation elements within the eastern entrance.*

5.22 As illustrated on Parameter Plan 029, Plot 3 is hatched in blue and yellow. This is to identify the delivery of the New Train Station within Phase 2 (South) (Thameslink Station) sub-phase and the Eastern Entrance within the Phase 2 (South) (Thameslink Station Approach) sub-phase, with the latter envisaged to form part of a wider mixed used building. Whilst the Eastern Entrance is required in respect of the New Train Station and forms part of Phase 2 (South) (Thameslink Station Approach), the

[3] Items (b) to (h) are: 2 double bus stands (comprising a total of 4 bus stands) which may be outside the Station Square site as indicated on Parameter Plan 013; 9 bus stops (consisting of 2 double north bound, 1 single south bound and 2 double south bound stops which may be outside the Station Square site as indicated on Parameter Plan 013); 2 rapid transit system stops (if the system is provided) and/or other public transport bus stops; 30 motor cycle parking spaces; 100 bicycle stands; 15 taxi stands; and ten 20 minute parking spaces and 4 drop off parking spaces.

commercial over-development forms part of Phase 5. As described in planning application ref: 17/3661/CON, and in close consultation with key stakeholders it was identified that the station concourse and ticketing accommodation should be provided on the Train Station Bridge; rather than the main station building on the eastern end of the Midland Line railway. However, the Eastern Entrance would still form part of the wider mixed used building with the Station Quarter development and include the installation of the internal vertical circulation elements. Since the design of these elements are inter-related, it was therefore agreed that the entire Eastern Entrance building, (including the lifts and stairs etc) would form part of Phase 2 (South) (Thameslink Station Approach) and would be the responsibility of BXSLP to progress. The eastern entrance would still be delivered in time for the station opening and it is recommended that a condition should be imposed on any approval granted for this RMA to secure its delivery ahead of the New Train Station opening.

5.23 As described in the RDSF, in particular paragraph 3.32a, the Interim Transport Interchange comprises a portion of the elements of Transport Interchange T1, and the associated area, which are required to serve the New Train Station at the initial opening date and early phase of the development. The remainder of Transport Interchange T1 will be delivered in Phase 5 of the regeneration, or earlier if the Phase Transport Reports for the intervening phases demonstrate a requirement. Whilst it is acknowledged that the delivery of the Eastern Entrance and the Interim Transport Interchange T1 is provided for within separate sub-phases of the BXC development, delivery and occupation of all elements associated to the New Train Station and specifically the Interim Transport Interchange T1 is controlled through the provisions of Planning Condition 21.27 of the S73 Permission. The condition reads as follows:

> *21.27 The New Train Station shall not be opened for use until all elements of the New Train Station and the Interim Transport Interchange T1 have been practically completed and are available for occupation and public use.*
>
> *Reason: To ensure the timely provision of the New Train Station required to support delivery of comprehensive regeneration in accordance with planning policy framework and the EIA process.*

5.24 The delivery of the Eastern Entrance and the Interim Transport Interchange T1 is linked to the occupation of commercial floorspace within the Station Quarter Development Zone which is controlled through Condition 24.5.2 of the S73 Permission, and reads as follows:

> *Not to occupy any Plot Development in the Station Quarter Zone which comprises B1 Business floorspace (and for the avoidance of doubt this shall exclude the CHP) unless and until contracts have been let to construct and deliver the Interim Transport Interchange T1 and the eastern entrance to the New Train Station (including vertical circulation elements within the eastern entrance) in accordance with the Detailed Delivery (Non-PDP) Programme and the relevant Phase 2 (South) (Thameslink Station Approach) and Details and all other relevant Necessary Consents.*
>
> *Reason: To facilitate the sustainable development of the proposed new business floorspace within the Station Quarter and improve the accessibility of the wider regeneration area by public transport.*

5.25 To demonstrate how the New Train Station can be developed in a comprehensive manner, this Reserved Matters Application is accompanied by illustrative material (Document: 'Eastern Entrance and Interim Transport Interchange Supporting Statement', DP9 February 2020) which illustrates one way in which the Eastern Entrance and Interim Transport Interchange T1 may come forward in due course. Further detail on the approach to the respective Reserved Matters Applications are set out under subheading 'Eastern Entrance and Interim Transport Interchange T1' of the Planning Appraisal of this report.

Relevant Planning Obligations within the S106 Agreement

5.26 There are obligations within the S106 Agreement attached to the S73 Permission, which relate to the delivery of the New Train Station specifically as well as in relation to the rail works.

5.27 The "New Train Station" is defined under Schedule 1 'Defined Terms' under the S106 agreement, and the definition includes the "western entrance" (undefined), the 'Train Station Bridge' and the three platform zones. The 'New Train Station' forms part of the Critical Infrastructure (Pre-Phase) (South) and part of Phase 2 (South) (Thameslink Station) sub-phase.

5.28 Paragraph 5.1 under section 5 of Schedule 3 of the S106 Agreement requires CRL to construct, or procure the construction of the 'New Train Station' and the 'Rail Enabling Works' in accordance with the 'Phase Details' and the 'Overarching Delivery Obligations'. The 'Rail Enabling Works' includes the New MML Train Stabling Facility; the Waste Transfer Station; the Rail Freight Facility; Bridge structure B2; Bridge Structure B3 and the Transport Interchange T1. Paragraph 5.2 also requires that the design of the 'New Train Station' is in accordance with the reasonable requirements of Network Rail and takes account of TFL guidance.

Assessment against the Parameters and Controls of the S73 Permission

<u>New Train Station Bridge and Bridge Structure B3 (Geron Way Pedestrian Bridge)</u>

5.29 As described under paragraph 3.12, the S73 Permission permitted the delivery of two separate bridge structures, located within close proximity: Bridge Structure B3 (Geron Way Pedestrian Bridge) and the Train Station Bridge. The Train Station Bridge was envisaged purely for providing rail passenger access to the platforms and rail services. Bridge Structure B3 was envisaged as a pedestrian footbridge that would provide pedestrian step-free access (via a ramp or lift) and provide a continuous pedestrian route over the Midland Mainline railway.

5.30 Bridge Structure B3 is defined as an item of Critical Infrastructure within Phase 5 with details controlled though the provisions of Planning Condition 17.1 of the S73 Permission. The general location of the bridge structure is identified on Parameter Plan 002 and the relevant principles are set out under paragraphs 4.9 – 4.11 of the RDSF. The S73 Permission envisaged the station concourse and ticketing accommodation to be provided within the eastern station entrance. Therefore, the principle of Bridge

Structure B3 was to facilitate pedestrian step-free access across the railway lines into the Station Quarter, thus providing a route for people to be able to get to the station entrance on the eastern side.

5.31 Since the S73 Permission, the design development for the New Train Station has been progressed in close consultation with the LPA and key rail industry stakeholders. Through this process it was decided to design and develop a single bridge structure, which incorporates the principles defined under the S73 Permission for Bridge Structure B3 to deliver a pedestrian route across the railway lines, as well as provide pedestrian step-free access to the New Train Station. This application therefore proposes to deliver a single structure, spanning the Midland Mainline Railway.

5.32 The station concourse and ticketing accommodation is now proposed to form part of the Train Station Bridge off-set on the south side in the centre of the bridge. The bridge also provides a publicly accessible route over the railway with pedestrian step-free access (through the provision of lifts which have been designed to comply with the DfT Design Standards for Accessible Stations). A gate line separates the publicly accessible area from the concourse and access to the platforms as per the submitted plans.

5.33 The principle of combining the two bridge structures into a single bridge that meets all of the requirement of the parameters set out in the S73 Permission is considered acceptable. The new Train Station bridge will support the comprehensive development of the BXC masterplan.

5.34 As a result of the proposed single bridge design it will be necessary for the Applicant to seek approval for non-material amendments to the S73 Permission to reconcile the principles defined for both structures. An application has been submitted by the Applicant under Section 96A of the Town and Country Planning Act 1990 (as amended) (LPA Ref 20/1767/NMA), which seeks to amend the relevant conditions in the S73 Permission and delete Bridge Structure B3. In addition, applications pursuant to planning conditions 2.4 and 2.5 will need to be submitted to make amendments to the Parameter Plans, Revised Development Specification & Framework (RDSF) and Revised Design and Access Statement (RDAS) to reflect the combined bridge design and removal of Bridge Structure B3.

<u>Compliance with the Parameter Controls and Development Quantum permitted under the S73 Permission</u>

5.35 In consultation with Network Rail and the Local Planning Authority, the detailed design and configuration for the proposed development has been governed pursuant to a number of rail industry design specifications and technical standards. The New Train Station would be served by Thameslink train services and has been integrated with the proposed Thameslink Enhancement Programme (TLP Services).

5.36 The S73 Permission envisaged a Category C railway station, however based upon the predicted passenger flows the proposed New Train Station would be characterised as Category B, which according to the Department of Transport is required to deliver similar standard of facilities as a Category C railway station.

5.37 Paragraphs 5.8 – 5.18 of this report describes the relevant principles and controls established by the S73 Permission for the New Train Station. The New Train Station is proposed to be located on part of plot 3 and has been configured and developed to be located within the Station Quarter Development Zone. To comply with the definition 'New Train Station' the proposal comprises the delivery of a western entrance, Train Station Bridge which includes escalators, lifts and stairs to access the platform areas.

5.38 As described under paragraph 5.14 above, the RDSF defines minimum scale thresholds in which the proposed Train Station Bridge is required to be accordance with and provides a location identified within the parameter plans. The submitted proposal for the Train Station Bridge is accordance with the general location identified under Parameter Plan 013 (Transport Interchanges) and Parameter Plan 002 (Transport Infrastructure) of the RDSF. The bridge is proposed to measure 90 metres in length and 8 meters in width, which accords with the maximum overall length and width of 45-105m and 5-25m scale thresholds set in the S73 Permission. In addition, the bridge is proposed to be positioned with a minimum clearance of 6.2meteres between the structure and the Overhead Line Equipment (25kV electric supply), which is in accordance with the dimensions and limits of deviation specified under paragraphs 4.21 and 4.22 of the RDSF.

5.39 The S73 Permission approves a series of Development Zones across the masterplan, which reflect differing character areas of the development. Development Zones are sub-divided into Building Zones as informed by the location and extent of the approved highway, pedestrian network and the general location of open spaces as illustrated on other respective Parameter Plans. The total development floorspace is divided between the Development Zones in accordance with the Zonal Floorspace Schedule contained in Appendix 5 of the RDSF and then further divided across Building Zones as illustrated on Parameter Plan 014 (floorspace Thresholds).

5.40 The general layout for Station Quarter Development is illustrated on Parameter Plan 015 (Indicative Layout Plan), and more specifically Parameter Plan 022 (Indicative Zonal Layout plan - Station Quarter illustrates the general location and the configuration for this Development Zone.

5.41 The Zonal Floorspace Schedule contained in Appendix 5 of the RDSF identifies the total floorspace permitted within each Development Zone. The S73 permission envisaged that the new station would be provided on land falling within the 'Rail and Bus Station' category, under the Station Quarter Zone, which allows for 2,416 sq.m of Sui Generis floorspace. The notes beneath the Zonal Floorspace Schedule clarify exactly what built elements were to be included in the GEA calculations and states: *"The rail and bus station floorspace excludes station platforms and bus stands/stops for which planning consent is sought. In respect of the bus station the figure only includes ticketing kiosk and a bus information room, but the facility will form part of the larger building which is likely to comprise toilets, ancillary retail and driver facilities";*

5.42 As identified Table 8a: Indicative Plot Schedule, the station is envisaged to be delivered on part of Plot 3 and since the station works are anticipated to form part of a wider building (more specifically the Eastern Entrance) there are no specific building zone

thresholds within Table 6 for the station.

5.43 As set out in the Applicant Explanatory Report, the overall Gross External Area (GEA) for the proposed New Train Station including the station platforms equates to 7,990.5 sqm. However, as described under paragraph 4.41 of this report, the Zonal Floorspace Schedule excludes the station platforms for which planning consent is sought floor. It is therefore considered the proposed floorspace primarily comprises the western entrance (325m2), the New Train Station Bridge (510m2) and the concourse (1060m2, excluding stairs). The total floor space therefore accumulates to 1,895m2, which is considered to be in accordance with the allocated floorspace identified under the Zonal Floorspace Schedule of the RDSF.

Platforms and proposed facilities

5.44 Under the S73 Permission, the New Train Station was envisaged to provide 5 Platforms, which included providing a single face platform serving the down fast line (referred by the Department of Transport (DfT) as 'turnback' platforms). However, as described in the Applicant's Design and Access Statement and Environmental Statement (Statement of Compliance and Further Information Report), the DfT advised that the turnback platforms were not necessary and would not be operationally viable. In this respect, two islands are proposed providing 4 platforms, two of which are primarily anticipated to be served by slow stopping services.

5.45 Based upon the anticipated pedestrian flows for the New Train Station and considering the existing railway line speeds (Fast Lines: 110mph and Slow Lines: 90mph), the overall widths for the platforms are proposed to be 11.5meters at the widest point, reducing to 9meters at the ends. To allow for flexible service requirements, all four platforms have been designed to accommodate a train length 243m (Future Class 700 trains, comprising 12 car trains). However, in the interim period, only 8 car train services will stop at the station, and this includes 8 trains per hour in each direction during peak times and 4 trains per hour during off-peak times with the services equally split between St Albans Services and Luton Services.

5.46 Brick pavers are proposed along the length of the platforms. Two waiting rooms are proposed on the slow platforms and two waiting rooms on the fast platforms, with additional seating provisions proposed in the main concourse area. Through the discussions with the CAF, they requested that consideration be given to additional seating along the Train Station Bridge as the length of the bridge can be challenging for some people. A condition is therefore recommended to require details of appropriate further seating along the Train Station Bridge to be submitted and approved by the LPA.

5.47 All platforms have 50% of the platform area covered, comprising buildings and proposed canopies. The slow platforms include the provisions for a retail ancillary unit (57m2), driver's accommodation and passenger w/c services.

5.48 As illustrated on Drawing no: BXT-CAP-6000-A-DR-A-0006-P03 (General Arrangement Concourse level), the station concourse and ticketing accommodation is

situated at midpoint of the Train Station Bridge and off-set to the southern side of the bridge. The main concourse area, including the ticket hall will approximately measure 1,060m2, and lifts and stairs are proposed to access both the fast and slow platforms with provisions for escalators proposed to the slow platforms. The proposed circulation area leading to the platforms is approximately 4.6metres in width, and to differentiate the New Train Station from the remaining pedestrian route, gate lines and roller shutter gates are proposed.

5.49 It is considered that the proposed platforms comply with the relevant scale thresholds anticipated under the S73 Permission. All four platforms have been designed to accommodate a train length 243m (Future Class 700 trains, comprising 12 car trains) and canopies are proposed which cover 50% of the platform area, which is accordance with the requirement anticipated by GTR and the S73 Permission.

5.50 Under the S73 Permission, the main concourse and ticketing accommodation was anticipated to be delivered at the Eastern Entrance, however, providing this facility at mid-point of the Train Station Bridge is considered to be acceptable. The main concourse area and ticketing facilities will be easily accessed by all passengers traveling from either direction of the Train Station Bridge.

<u>Eastern Entrance and Interim Transport Interchange T1</u>

5.51 As described under paragraph 5.23, the Interim Transport Interchange T1 is required to be delivered prior to the New Train Station opening. The Interim Transport Interchange T1 comprises a proportion of the elements of Transport Interchange T1 needed at the opening of the New Train Station to support the Development. For example, not all of the bus stands may be needed at day 1 of the New Train Station opening. The Eastern Entrance will deliver access and vertical circulation to the New Train Station from the east side of the tracks.

5.52 The Interim Transport Interchange T1 sits within the Phase 2 (South) (Thameslink Station Approach) sub-phase and the details of it will be submitted under a separate Reserved Matters Application for this sub-phase. The Eastern Entrance is being re-phased into Phase 2 (South) (Eastern Entrance) sub-phase and will also be the subject of a separate RMA.

5.53 RMAs in respect of all Plots and Bridge Structures within Phase 2 (South) are required to be submitted by the 28 October 2020. The applicant has submitted a document titled 'Eastern Entrance and Interim Transport Interchange Supporting Statement' (DP9, February 2020) as supporting information for the application to demonstrate the anticipated timeframe for the RMAs for the Interim Transport Interchange T1 and Eastern Entrance. Appendix A of the statement includes illustrations of one way in which the Eastern Entrance and Transport Interchange could be delivered. In order to demonstrate compliance with planning condition 21.27 of the S73 Permission to deliver all elements associated to the New Train Station prior to the opening of the New Train Station, a high-level indicative programme relating to the delivery of the Eastern Entrance and Interim Interchange T1 has been provided as follows:

- Pre - application meetings to commence early 2020

- Pre - RMA submissions requiring approval before RMA submission: May/June 2020

- Target submission for Eastern Entrance and Interim Transport Interchange RMAs (and accompanying Pre RMAs): August/September 2020

- Deadline for submission of RMAs for the Eastern Entrance and Interim T1: October 2020

- New Thameslink station targeting opening: mid/late 2022.

5.54 The Local Planning Authority has already begun pre-application discussions with BXSLP and their consultants for the design of the Eastern Entrance.

5.55 As described under paragraph 5.53, Planning condition 21.27 of the S73 Permission controls the delivery and occupation of all elements associated to the New Train Station, and specifically recognises the Interim Transport Interchange T1. To satisfactorily ensure that all elements of the Eastern Entrance are practically completed and delivered in a timely manner ahead of the New Train Station opening, it is recommended that a condition is imposed on any approval for this RMA to ensure that all elements associated with the Eastern Entrance are available for occupation and public use prior to the occupation of the New Train Station.

Western Entrance

5.56 Under the Parameter Plans and controls of the S73 Permission, the Transport Interchange T1 is located on the eastern side of the railway lines around Station Square. The S73 Permission did not envisage transport interchange facilities to be provided on the western side of the railway (i.e. beyond the western entrance of the New Train Station). The extent of the red line boundary of the S73 Permission on the western side of the railway lines reflects the fact that it envisaged the western entrance to only be an access to the New Train Station.

5.57 BXSLP and LBB are now engaging with TfL to understand the requirements for the Transport Interchange T1, including considering the provision of interchange facilities to be located on the west side of the railway lines. This will include any requirements for bus stops, cycle parking and other associated interchange facilities. Given that these will fall outside the red line of the S73 Permission, any future or anticipated interchange facilities beyond the western entrance would be subject to a standalone planning application which would be determined on its own merits. Any such development proposal would be considered on the basis that it should not prejudice the delivery of the wider BXC masterplan.

5.58 The Barnet Draft Local Plan (Reg 18) recognises the opportunity for further growth on the west side of the railway lines that the New Train Station will open up. The Draft Local Plan identifies the area comprising Staples Corner Retail Park, Bestway Cash and Carry and the sites along the A5 to the north of the Staples Corner junction, as a growth area supported by improved public transport and east west connections. Paragraph 4.14.5 of the Draft Plan requires development sites around

the new Brent Cross West station to provide new public open space alongside new public transport interchange facilities and new pedestrian and cycling connections to the station and to support connectivity and accessibility. It states that "Geron Way will need to be widened and upgraded to accommodate new and extended bus services to the new interchange and Brent Cross West as well as access to the future West London Orbital station."

5.59 Policy GSS03 'Brent Cross West Growth Area' of the Barnet Draft Local Plan (Reg 18) states that development proposals will need to bring forward new and improved pedestrian and cycle routes to the new Brent Cross West Station including from the Edgware Road and along Geron Way; Facilities for public transport interchange outside the new Brent Cross West Station with associated improvements to the local bus infrastructure; and New public square at Brent Cross West Station and improved public realm along the A5 Edgware Road.

Access and Inclusivity

Step Free Access and Level Access

5.60 Step Free Access from the station entrances to the platforms is provided for. Lifts are provided in the western entrance and will be provided in the eastern entrance as well. Two lifts are proposed on the slow platforms, and one on the fast platform with provision safeguarded to provide an additional lift if needed in the future.

5.61 In addition, as described by the Applicant within the submitted Design and Access Statement and the accompanying 'Level Access Final Report - providing level access at Brent Cross West Station'[4], the design of the platforms intends to provide level access from platform to train, subject to technical solutions and the required rail industry approvals. The Technical Specification for Interoperability (TSI) states that the edge of platform should be positioned at an adequate distance to allow all trains (including freight trains) to safely operate through the train station. Freight trains use the lines that run through the proposed station and the different sizes of rolling stock need to be catered for in the proposed platform design.

5.62 In order to formally qualify as Level Access, the horizontal gap between the edge of the platform and the train carriage door should not exceed 75mm measured horizontally and 50mm measured vertically, which gives a maximum clear gap from the top and front corner of the platform, to the train door a threshold of 90mm[5].

5.63 Level access is intended to be provided on the slow platforms in the New Train Station in locations equating to the Class 700 rolling stock designated step-free access doors for both a 12 car and 8 car unit trains. These particular doors are located in the middle of the train for both car configurations. The proposed design of the platforms includes

[4] Feasibility study commissioned by the applicant to explore provisions of level access at the New Train Station and completed by Aecom.

the installation of raised humps on the slow platform at the indicative locations identified on drawings 60601674-LBB-DRG-ECV-00001 and 60601674-LBB-DRG-ECV-00002. These would eliminate the vertical gap from the platform to train which would otherwise be 192mm on both designated platforms. This means passengers would not need to step upwards to access the train. Due to the need to cater for other rolling stock, in particular freight trains, the final horizonal distance between the designed platform edge and the additional platform section edge, to achieve a safe clearance to the raised portion of the platform from the train on platform 3 the final horizontal gap would be 114mm (reduced from 172mm) and on platform 4 the final horizontal gap would be 41mm. Whilst it isn't possible to achieve the 75mm gap in order to formally qualify as Level Access as defined, these design features significantly improve accessibility onto trains for passengers and this would be one of the first stations outside of Central London to achieve this.

Brent Cross Consultative Access Forum

5.64 The Applicant has engaged in pre-application discussions with the Consultative Access Forum (CAF) prior to the submission of the Reserved Matters Application. Consultative Access Forum meetings took place on 24th April 2019, 8th May 2019 and 24th February 2020. The meetings focussed in particular on step-free access from the station entrance to the platform level and exploring the options for providing level access from platform to train with the understanding of the requirements for wider rail industry support and approval.

5.65 The CAF were presented the Aecom Level Access Feasibility Report (commissioned by the Applicant) which demonstrates that platform humps are a deliverable option at the station. CAF are aware that the Applicant intends to progress discussions with Network Rail and Govia Thameslink Railway (GTR who run the Thameslink services which will stop at the new station) who in principal support the provisions of Level access at the New Train Station.

5.66 The CAF have confirmed their support for the station proposals in their consultation response. The Applicant has confirmed that discussions with CAF will continue beyond the RMA process with the aim of delivering level access with the requirements of all users in mind pending the approval of relevant regulatory authorities.

Design and Appearance

Local character visual impact

5.67 Policy 7.4 of the London Plan states that development should have regard to (inter alia) form, function, scale, mass and orientation of surrounding buildings; ensure buildings create positive relationship with street level activity; and allow buildings to make a positive contribution to the character of a place to influence the future character of the area. Policy CS5 of the Core Strategy DPD refers to the Council's aspiration for development to respect local context and distinctive local character incorporating high quality design principles. On a more strategic level, Saved Policy C2 of the UDP also expresses the Council's objective to seek to achieve the highest standard of urban

design in the BXC regeneration area.

5.68 The townscape character of the application site is defined by its current use in association with the operational railway comprising extensive rail infrastructure, in the form of mainline tracks, sidings, overhead gantries, carriage sheds and other associated features.

5.69 On the western side of the railway tracks there are a number of retail warehouses within the Staples Corner Retail Park including Decathlon, Argos and FlipOut trampoline centre, as well as a Bestway Cash and Carry wholesaler warehouse and associated surface car parking. To the further west and southwest the area comprises light industrial and retail warehouses. To the south of the site on land formerly occupied by Selco Builders Merchants is the construction site for the new Waste Transfer Station (consented under planning permission 17/6714/EIA).

5.70 The nearest residential properties to the application site are those situated along Brent Terrace with the closest (number 105) being over 150 metres to the east of the application site. There are also some noticeable topographical changes between the Site and these residential properties with land falling away from the Site with a distinct change from the boundary of Network Rail's land toward Brent Terrace.

5.71 To the north of the site the A406 flyover and A5 flyover are visually dominant on the skyline.

5.72 The application site is therefore urbanised in its nature and contains extensive hard landscaping that influences the experience of the area.

5.73 As described in the submitted Environmental Statement (Updated) Statement of Compliance and Further Information Report (Volume 1), the effects upon townscape character during construction and operation have been assessed to have negligible impact. The proposal will be constructed within the existing rail corridor, which is surround by retail and industrial land uses. Furthermore, the townscape and visual effects of the proposal on adjacent townscape, and the visual effects on adjacent residential properties is also considered to have no significant adverse effects during operation.

5.74 The built form of the proposed station, namely platforms, bridge and passenger concourse, would complement the prevailing built characteristics of the local area and are considered to be consistent with the rail environment. In this respect, the effects of the proposed development on the adjacent townscape, and the visual effect on adjacent receptors are considered to have no significant adverse effects during operation and construction. The design of the station and bridge structure are considered to result in beneficial effects on the townscape through high quality design and the removal of the existing Jerich Shed.

<u>Proposed materials</u>

5.75 The New Train Station is sited on the edge of the regeneration area, on a key arterial transport route and would be part of a gateway into the BXC Development.

5.76 A fundamental part of the New Train Station is the Train Station Bridge and as noted in the submitted Design and Access Statement (February 2020), the applicant reviewed a number of Train Stations in the UK which deliver similar platform loading, passenger experience and movements.

5.77 As described under paragraph 3.8, the proposed Train Station Bridge would be constructed using structured steel frames, with the use of transparent Rodeca Polycarbonate cladding panels and single ply ETFE for the roof to provide a lightweight enclosed bridge structure. The use of transparent and translucent materials on a public thoroughfare will allow for natural light and will enhance the passenger experience.

5.78 The western entrance will be constructed using traditional brick, with the use of commercial glazing for the double height entrance. A black framed projecting canopy is also proposed at mid height around the eastern and southern facades of the western entrance. The materials identified are considered to be appropriate. The large double height glazing will allow for natural light and would deliver a station entrance which is publicly inviting and is effective in terms of delivering the overarching design principles.

5.79 At this design stage, the final colour and finishing of the structural steel frames for the Train Station Bridge and transparency of the cladding panels and roof panels are not specified. The exact external material specifications for the waiting rooms, driver's accommodation and anticipated ancillary areas are also not specified.

5.80 Given that the Eastern Entrance Building will be subject to a separate reserved matters application, the final specification for internal finishes within the bridge and western entrance building will need to ensure that materials are complementary and consistent. In this respect, a pre-commencement condition which requires the submission and approval of details for all materials proposed in respect of the New Train Station, western entrance and Train Station Bridge is recommended. In regard to the western entrance, a pre-commencement condition which requires the submission soft landscaping and hard landscaping details is also recommended. This includes providing specifications of the concrete planter to be installed and details of the planting to be provided within the concrete planter (including plant species, planting specifications and management measures); and details of surface treatments to be installed external to the western entrance. Thereafter, a Landscape and Ecology Management Plan (LEMP) will be required to be submitted pursuant to Condition 27.9 of the S73 Permission as a pre-commencement requirement which should include relevant details pertaining to this landscaping feature. Subject to the submission and determination of the necessary pre-commencement conditions pursuant to the S73 Permission, the proposed development is considered to be acceptable.

Proposed Construction Sequence

5.81 As described in the submitted Environmental Statement (Updated) Statement of Compliance and Further Information Report (Volume 1), the construction sequence for the station requires several overnight (Rules of the Route) possessions, which involve a limited number of major disruptive weekend possessions on the Midland Main Line

railway. A maximum duration of three days during the planned Bank Holidays is envisaged rather than using prolonged closures of the railway line. The New Train Station will be constructed over a series of six phases as follows:

- Phase One (Enabling works) includes removal of the existing north sidings, mainline track realignment, construction of the GTR accommodation and demolition of the Jerich Shed (to provide an area for fabrication works for the Train Station steel works) (details for the aforementioned development works have been approved subject to subsequent planning permissions);

- Phase Two and Three include the construction of the slow platforms;

- Phase Four includes the construction of the Train Station Bridge and remaining platform infrastructure. It is proposed that the Train Station Bridge will be built in two sections; comprising prefabricated modules to be assembled on-site (utilising each of the lay-down areas). Each section of the Train Station (weighing circa 62 Tonne each) will be assembled using a suitable mobile crane and it is anticipated that the works during this phase will be completed during the 2 x 54hr possessions and a number of Rules of the Route (overnight) possessions. In addition, this is the only construction phase where night-time possession works are envisaged;

- Phase Five includes construction of the west (and east) entrance buildings;

- Phase Six includes entry into service, which the New Train Station anticipated to open mid-2022.

5.82 Table 6 below illustrates an indicative list for the proposed construction works and activities anticipated, in order to successfully deliver the New Train Station:

Table 6: Proposed construction activities within the Application

Period	24 months
Major Plant	Precast concrete Platforms, Steel Frame, Profiled metal sheet cladding. The footbridge is to be constructed off-site before being craned into position.
Night and weekend hours	Both night and weekend. Night working is required in shifts, for the duration of the construction of the platforms and footbridge during railway possessions (~40 workers per shift).
Railway closure	numerous overnight (Rules of the Route) possessions together with a limited number of major disruptive possessions on the Network Rail MML
Highway closure	Highway closures are not currently envisaged to be required.
Construction Access Points	Brent Terrace (north) and Geron Way.
Total Heavy Goods Vehicles (HGV) movements per night	Usually 2 per night with a peak of 5 HGVs. Majority of deliveries will occur during daytime hours.

Estimated HGV vehicle movements per day	20 movements April 2020 to September 2020 10 movements October 2020 to March 2021 2 movements April 2021 to May 2021 All movements will be off peak.
Exceptional Loads	Precast platform and pedestrian bridge for access to platform.

5.83 Details regarding the temporary construction compound are required to be submitted for approval pursuant to Condition 28.6 ('Details of Construction Facilities') of the S73 Permission. This will provide details of the location, size, and type of compounds to be provided on the east and west of the development site, as well as confirmation of construction parking requirements. This will also confirm any details of access/haul roads, if required.

Air Quality

5.84 The Application Site is located within an Air Quality Management Area (AQMA), as is the whole of the London Borough of Barnet. The Application Site also lies in close proximity to an AQMA within the London Borough of Brent.

5.85 Saved Policy C3 of the UDP requires that development within the BXC regeneration area should generally protect and, wherever possible, improve the amenities of existing and new residents. The provision of air quality assessments is also referred to in Policy CS13 of the Core Strategy.

5.86 Policy 7.14 of the London Plan requires planning decisions to minimise increased exposure to existing poor air quality and make provision to address local problems of air quality, particularly within AQMAs; be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality; and ensure that where provision needs to be made to reduce emissions from a development, this is usually provided on-site.

5.87 The impact of the proposed development on local air quality was assessed as part of the Environmental Statement in support of the BXC Outline Consent 2010 and subsequent S73 Permission in 2014. The S73 Permission Environmental Statement assessed the potential environmental impacts on a wider scale, focusing on the cumulative impact of the wider BXC development. The following conditions attached to the S73 Permission address air quality:

- Panning Conditions 30.1 to 30.4 of the S73 Permission – require the submission of dust monitoring, assessment and control prior to the commencement of construction;

- Planning Conditions 30.5 and 30.6 of the S73 Permission– require six months of monitoring be undertaken before the development begins construction, which are to be located to the north and south of the A406. An air quality monitoring station should be established within the Brent Cross West Development Zone to monitor levels of NO2 and PM10; and

- Planning Condition 30.7of the S73 Permission – requires that all development plots, including residential development adjacent to the A5, M1, A406 or A41, to include air quality monitoring diffusion tubes to monitor levels of NO2 and PM10 within new residential development amenity space.

5.88 The Applicant has provided an assessment of air quality and dust impacts of the proposed development within Chapter 12 of the submitted Environmental Statement (Updated) Statement of Compliance and Further Information Report (Volume 1). This assessment considers the impact of the proposal on nitrogen dioxide (NO2) and particulate matter (PM10) emissions in relation to nearby sensitive receptors, including properties off Brent Terrace. The receptors were assessed in two groups, with the first to include all modelled receptors across the whole model network. This provided an indication of the cumulative impacts of the Brent Cross Thameslink development across the BXC modelled domain. In regard to the second group, 15 receptors located within 500m were identified to assess the cumulative impact of the proposed development as an individual scenario. This approach is consistent with the approved methodology used in the air quality assessment for the planning applications for the approved Rail Freight Facility and Waste Transfer Station.

5.89 As agreed with the Council's Environmental Health Officer, any new or different potential air quality impacts arising as a result of the proposed development from those identified in the BXC ES have been described and any new or different mitigation measures from those identified in the BXC ES are presented; and any residual impacts following the application of mitigation are identified.

5.90 Conditions 8.3, 12.1B and 28.1 of the S73 require submission and approval of a Construction Environmental Management Plan (CEMP) and Detailed Construction Transport Management Plan (DCTMP) for the construction site of the New Train Station. An application has already been submitted by the Applicant to discharge Conditions 8.3 and 28.1 in relation to the CEMP (reference 20/1532/CON) which sets out the measures to mitigate air quality and dust impacts from the construction of the New Train Station development.

<u>Construction Phase</u>

5.91 The Construction Phase assessment was undertaken in accordance the Institute of Air Quality Management (IAQM) guidance and the Greater London Authority's (GLA) Sustainable Design and Construction Supplementary Planning Guidance (SPG). No demolition activities are anticipated (it should be noted that the demolition of the Jerich Shed has been assessed and approved under a separate drop-in planning permission 19/4900/FUL). The Application site lies within are area with clay and loam soil, which has moderate potential for dust generation, and it is estimated that less than 5 heavy earth moving vehicles will be active at any one time during the construction works. As there are more than 100 residential receptors between 100m and 350m of the Site boundary and none within 50m of construction routes up to 500m from the site boundary; taking in consideration with the criteria set out in IAQM Guidance, the area is of low sensitivity to human health impacts from all dust generating activities.

5.92 The nearest sensitive ecological receptor is the Brent Reservoir SSSI, located approximately 1.2km to the north west of the application site. Since this distance is greater than 50m from the Site boundary based on the IAQM screening criteria, the impact to the nearest ecological receptor has therefore been scoped out. The BXC Environmental statement concluded that the dust impacts would be a high risk; however, this assumption was based upon the impact of the whole of the BXC regeneration. Based upon the information provided, it is considered that the emission magnitude for the construction of the proposed development as alone is considered low risk to human health and dust soiling effects.

5.93 It is anticipated that the proposed development will generate approximately 20 HGV (Heavy Goods Vehicle with a gross vehicle weight of over 3.5 tonnes) construction vehicle movements a day (this figure is not finalised but represents the most up to date information available at the time of assessment and is therefore considered relevant.) The BXC ES concluded that the impact from construction traffic would not be significant and this assessment concluded that since the number of HGV's is below the assessment criterion set out in the Design Manual for Roads and Bridges, the air quality impact from construction traffic as a result of the proposed development is considered negligible. Emissions of NOx and PM10 from the use of Non-Road Mobile Machinery (NRMM) is also assessed to be negligible, given the location of the proposed development in relation to sensitive receptors.

5.94 The risk assessment of dust from the construction phases of the proposed development concluded that there would be low to negligible risk to human health and dust soiling effects. However, since there is the potential for cumulative effects to arise from the construction phase of the proposed development and other nearby aspects of the BXC development proposals, the following mitigation measures during the construction phase, which are outlined in the BXC Environmental Statement, have been identified:

- Communication with stakeholders and other interested parties;
- Development of a Dust Management Plan (DMP);
- Good site management as outlined in the Construction and Environment Management Plan (CEMP);
- Dust and PM10 monitoring through on and off-site inspections and continuous monitoring;
- Prepare and maintain the site with the aim of minimising dust and PM10 emissions;
- Operate vehicles and machinery in a sustainable manner such as wheel washing;
- Minimise dust emissions through careful on-site operations such as dust suppression;
- Waste management; and
- Utilise methods which reduce dust emissions as a direct result of demolitions, earthworks, construction activities and track out.

5.95 The number of HGVs using the local road to import material and transport spoil to the disposal points between construction corridors are minimal. However, the following

mitigation measures outlined in the BXC Environmental Statement should be adhered; and read as follows:

- The contractor will be required to make an accurate assessment of the quantities of material to be imported and disposed of;
- The contractor will be required to agree transportation routes with the local planning and roads authorities in order to minimise traffic disruption and environmental impacts on the existing network;
- The contractor will agree the locations of spoil disposal points with the relevant authorities;
- Whilst on site, all engines will be switched off (no idling);
- Vehicle cleaning and wheel washing will be carried out to minimise the transfer of dust from the site;
- All on-road construction vehicles will comply with emission standards and the requirements of any existing or possible future Low Emission Zone;
- All non-road vehicles should use ultra-low sulphur tax exempt diesel where available and be fitted with an appropriate exhaust; and
- Traffic movements around the site will be minimised and appropriate speed limits enforced.

Operational Phase

5.96 In terms of the operational phase of the proposed development, the Applicant has modelled five scenarios to consider the cumulative impacts of the proposal alongside Phase 1 of the BXC Development and the wider Phase 2 (South) (Thameslink Station) sub-phase developments. These scenarios include, a 2012 baseline, a 2021 'Do Nothing' scenario, a 2021 'Do Something' scenario, and two 2017 sensitivity tests for both 'Do Nothing' and 'Do Something' scenarios.

5.97 In all modelled scenarios, the impact of the cumulative scenario on annual and daily mean PM10 concentrations are anticipated to be negligible at all modelled receptors. In this respect no mitigation measures are proposed. However, based on the assumptions and the proposed mitigation measures (including measures from LBB's Air Quality Action Plan, with their impact on the assessment/local air quality); and mitigation measures implemented as part of the wider BXC Scheme; including the Waste Transfer Station, the Midland Mainline Sidings and the Rail Freight Facility; it is considered these measures will aid in reducing baseline pollutant concentrations in the vicinity of the proposed development.

5.98 With regard to nearby ecological receptors, the cumulative impacts of the proposed development would result in a slight reduction in NOX emissions at the Brent Reservoir SSSI. Albeit, it is acknowledged that the baseline indicates an exceedance of the relevant NAQO notwithstanding the proposed development nor wider BXC regeneration scheme.

5.99 In terms of the Air Quality Neutrality test, the proposed development is not anticipated to cause additional emissions of NOx or PM10s from either road or rail sources and, as a result, the air quality neutral assessment is not necessary. Whilst the result at

each receptor as not exactly comparable to those results anticipated within the S73 Environmental Statement, it is acknowledged that the conclusions are similar; to which the impacts mainly remain negligible and not significant. It is therefore considered that the proposed development would not result in the worsening of existing air quality and would not result in any significant increase in NOx or PM10 emissions. Any such emissions, including dust, prevalent during the construction phase can be adequately managed through the application of good site working practices should accord with those principles and planning conditions of the S73 Permission. Subject to the determination of the necessary pre-commencement conditions pursuant to the S73 Permission, the proposed development is therefore considered to be in compliance with the relevant abovementioned development plan policies.

Noise and Vibration

5.100 Policy 7.15 of the London Plan states that development proposals should seek to manage noise by (inter alia) (a) avoiding significant adverse noise impacts as a result of new development; (b) mitigate and minimise existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development without imposing unreasonable restrictions; and (c) the application of good acoustic design principles. Saved Policy C3 of the UDP states that development within the (BXC) regeneration area should protect and, wherever possible, improve the amenities of existing and new residents, and that mitigation of noise impacts should be delivered through design, layout, and insulation where appropriate.

5.101 Under the S73 Permission, Noise and vibration mitigation measures are controlled through the provisions of the Planning conditions 28.3 – 29.5; to protect the amenities and environment of residents and other sensitive receptors.

5.102 The Applicant has provided a Noise Impact Assessment in Chapter 7 of the Update Statement of Compliance and Further Information Report (March 2020). The Applicant's assessment of noise impacts considers potential noise emissions during both the construction and operational phases of the proposed development and whether the cumulative impacts assessed in the BXC ES and the mitigation measures outlined, remain unchanged. In relation to potential noise and vibration impacts during operation of the proposed development, the applicant has provided minimum specifications in terms of noise emission limits that the station's fixed systems (lift and escalators, energy, utility systems and Public Address & Voice Alarm Systems) must meet in order to comply with planning Condition 29.5 of S73 Permission which requires plant or external sources of noise to be at least 5dB(A) below the prevailing background LA90 noise level, measured at the nearest Noise Sensitive Premises. This methodology was agreed in consultation with the Councils Environmental Health Officer.

5.103 The noise environment in the vicinity of the proposed development includes rail traffic noise from the Midlands Main Line (MML), road traffic noise from major roads (North Circular Road and the A5 Edgware Road), and local traffic (Brent Terrace and Claremont Way). Industrial activities within the local area, includes noise from the existing Hendon Waste Transfer Station, a removals depot at the northern end of Brent

Terrace, and Claremont Way Industrial Estate and a retail park further to the north, including impulsive noise from a metal scrap yard on Claremont Way at the northern end of Brent Terrace. The assessment has also identified key noise sources within the vicinity of the development site.

5.104 The closest noise sensitive premises are residential receptors along Brent Terrace. The closest educational noise sensitive premises are Claremont Primary School, located between Brent Terrace and Claremont Road, slightly elevated in relation to Brent Terrace (approximately 600 m from the station) and Our Lady of Grace Catholic Infant and Nursery School, located by the A5 Edgware Road (approximately 550 m from the Proposals). Noise surveys were undertaken by the Applicant between March and April 2018 to identify the acoustic character of the area and determine typical noise levels.

5.105 The S73 Environmental Statement did not represent noise sensitive receptors with regards to the development proposal. The results identified were dependant on noise surveys undertaken in 2007 and 2013. In addition, S73 did not report against the sensitive receptors so it is not reliable to compare changes in noise levels at those receptors. Since there was insufficient data to make an informed decision on the extent of changes to the acoustic climate between those years, the Applicant has provided further information which has been based upon on the baseline conditions carried out in the area in 2018. In addition, new surveys have been carried out, which present a detailed study of the present baseline.

Construction phase

5.106 In terms of construction noise and vibration effects, the BXC Environmental Statement was based on typical plant associated with the key construction phases. The Applicant's assessment is also based on typical plant associated with the key construction activities. As described in paragraph 5.81 the construction of the New Train Station is broken into 5 phases. The information submitted explains that construction of the proposed development will require several overnight ('Rules of the Route') possessions, together with a limited number of major disruptive weekend possessions on the Network Rail MML. The applicant has identified that the aim is to utilise possessions with a maximum duration of three-days (on Bank Holiday weekends), rather than using prolonged closures of the railway line. It is acknowledged that this is outside the core construction hours defined under Planning condition 28.3 of the S73 Permission and it is considered the predicted worst case noise levels arising from these works would be no more than 71dB LAeq,T at the nearest receptors along Brent Terrace. This predicted noise level would not exceed the limitation permitted by Condition 28.9 of the BXC S73 Permission in relation to BXC-related construction, demolition or engineering works, which specifies a noise limit of 75dB during normal construction hours (08:00-18:00) in relation to nearby residential properties.

5.107 During the night- time possession works (which are considered outside the core hours defined under condition 28.3 of the S73 Permission), construction works are likely to increase the ambient noise levels at the façade of the closest receptor by more than 3 dB. In this respect the applicant will be required to apply for a Section 61 Agreement with the Local Authority. A Section 61 of the Control of Pollution Act 1974 provides a

controlled mechanism for authorising construction works and activities outside of the planning and enables the Local Authority to issue prior consent to the developer for works on construction sites. Notwithstanding that this is a separate procedure, the LPA will expect the details of such measures to be included in the Construction Environmental Management Plan pursuant to condition 8.3 of the S73 Permission.

5.108 In view of the potential noise and vibration impacts arising from the proposed development, it is considered that the most adverse impacts are only likely to occur during the construction phase and would therefore be temporary. Furthermore, the Applicant has confirmed that such impacts would arise during relatively short timeframes within the overall construction programme, rather than for the entire two-year period. Subject to the submission and determination of the necessary pre-commencement conditions pursuant to the S73 Permission, the proposed development is considered to be acceptable.

5.109 It should be noted that an application has already been submitted by the Applicant to discharge Conditions 8.3 and 28.1 of the S73 Permission in relation to the Construction Environmental Management Plan (reference 20/1532/CON) which includes measures to mitigate noise impacts from the construction of the New Train Station development.

Highway and Transport Impacts

5.110 Saved UDP Policy C7 'Transport Improvements' sets out the transport improvements that the redevelopment of BXC is expected to provide including "a new railway station and new bus station at Cricklewood, integrated with facilities for other public transport services and with key trip-generating sites within the development". Saved UDP Policy C6 'Brent Cross New Town Centre' requires the provision of significant public transport improvements to support the new town centre.

<u>S73 Condition Requirements</u>

5.111 The S73 requires the submission and approval of a number of transport reports prior to or coincident with the submission of reserved matters applications. Condition 37.2 requires a Phase Transport Report (PTR) to be submitted to the LPA. This addresses the phase or sub-phase within which the proposed development site is located and assesses the cumulative traffic and transport impacts of the proposals in accordance with the Matrix and Transport Report Schedule set out within the Section 106 agreement. Condition 37.5 requires the submission of a Reserved Matters Transport Report (RMTR) which addresses detailed issues relating to transport infrastructure requirements for the plot such as junction design, cycle parking facilities, car parking layouts etc, with regard to the principles established in the S73 Permission. The scope of both transport reports must first be approved by the LPA under Condition 37.1 in consultation with TfL.

5.112 A Reserved Matters Transport Report Scope was approved on the 16th September 2019 in relation to the Station RMA (LPA ref: 19/2217/CON). A Phase Transport Report Scope and Specification was also approved for the Phase 2 (South) (Thameslink Station) sub-phase on 13th September 2019 (LPA ref. 19/1672/CON).

5.113 There are further strategies in relation to car parking standards, servicing and deliveries, pedestrian and cycling strategy that are also required to be submitted under the S73 Conditions to support a Reserved Matters application. Those relevant to Phase 2 (South) (Thameslink Station) are as follows:

- Phase Transport Report for Phase 2 (South) (Thameslink Station) submitted pursuant to Condition 37.2 of the S73 Permission under LPA ref: 19/5875/CON. The purpose of the PTR is to create a transport masterplan within which the development of the phase or sub-phase will be delivered and to set out and address the transport issues relating to that phase or sub-phase of the BXC development. The PTR has assessed all of the development within the Phase 2 (South) (Thameslink Station) sub-phase using the transport model for the development which incorporates all detailed approvals for the BXC regeneration scheme to date (i.e. Phase 1A (North), Phase 1B (North), Phase 1A (South), Phase 1B (South) and Phase 1C reserved matters approvals and drop-in permissions) and continues to include the assumptions in relation to the wider BXC development as set out within the S73 Application;

- Thameslink Station Reserved Matters Transport Report submitted pursuant to condition 37.5 of the S73 Permission LPA ref: 20/1052/CON (pending consideration). The RMTR for the New Train Station describes the transport impacts arising from service operations, passenger movements and construction traffic associated with the construction and operation of the development. The assessment of such impacts has been informed by the analysis of passenger demand based on the RailPlan model, which assesses the forecasted demand upon station opening and at completion of the full BXC Development (2038);

- Car Parking Standards and Strategy for Phase 2 (South) (Thameslink Station) submitted pursuant to condition 11.2 of the S73 Permission (LPA ref: 19/3479/CON) (Pending consideration);

- Service and Delivery Strategy for Phase 2 (South) (Thameslink Station) submitted and approved pursuant to condition 1.22 of the S73 Permission (LPA ref: 18/7349/CON) (Approved 14th March 2019); and

- Pedestrian and Cycling Strategy for Phase 2 (South) (Thameslink Station) submitted pursuant to condition 2.8 of the S73 Permission (LPA ref: 19/3091/CON) (Pending consideration).

<u>Assessing Operational Highway impacts</u>

5.114 The PTR has assessed the operational highway impacts of the Phase 2 (South) (Thameslink Station) sub-phase, including the other infrastructure development within the sub-phase (i.e. the approved Waste Transfer Station, Rail Freight Facility and replacement rail sidings and train stabling facility). The transport modelling comprised: demand modelling, highway modelling and public transport modelling. A scenario was modelled, which compared the impact of the BXC regeneration with and without the New Train Station development.

5.115 Each PTR is required to take account of all previously approved phases within the development, including those parts of the development consented by drop-in permissions as well as RMAs, and show the cumulative model outcomes, and where necessary, propose any mitigation that may need to be provided in that phase.

5.116 The PTR includes consideration of anticipated trip generation, mode splits, site accessibility to the sub-phase, travel characteristics associated with the proposed developments, and a review of transport infrastructure proposed within the sub-phase taking account of demand management and other transport mitigation measures already secured by the BXC S73 Permission (and other relevant planning permissions).

5.117 The New Train Station will provide an alternative and sustainable mode of public transport at the beginning of the development. This will influence and encourage modal shift away from private car. As such, the Station represents a significant public transport benefit to the development and wider area.

5.118 The highway demand changes as a result of the Phase 2 (South) (Thameslink Station) sub-phase as a whole, including the other rail infrastructure components of the WTS, RFF and the associated junctions on the A5, and the cumulative impacts of these development components when added to the previous phases of development already approved, have been assessed under the Phase 2 (South) (Thameslink Station) PTR approved pursuant to planning condition 37.2 (LPA ref: 19/5875/CON).

<u>CPZ and Parking Controls</u>

5.119 Though there are existing parking restriction measures in place, many of the streets in the area surrounding the New Train Station are uncontrolled. Obligations exist within the S106 Agreement attached to the S73 Permission which require the Developers to fund the Council's preparation and implementation of CPZs to ensure that such parking controls are provided to mitigate and control on-street parking as a result of the Development, including potential commuter parking associated with the and the New Train Station.

5.120 Schedule 3 to the S106 legal agreement sets out the obligations on the Developers to fund the preparation and implementation of car parking restrictions, including Controlled Parking Zones (CPZ)) within the relevant phase or sub-phase of the Development, and within the London Borough of Brent where appropriate. This could include extensions to exiting zones as well as new zones to be created and will need to cover a sufficient area around the new development including existing stations, the Transport Interchange T1 and New Train Station. The exact geographical extent of any future CPZ and its subsequent design, operation, enforcement and pricing regime are to be approved by the London Borough of Barnet and where appropriate with the London Borough of Brent.

5.121 The obligations are set out in paragraph 11.3 which reads as follows:

'11.3 Prior to the Commencement of the Northern Development or Southern Development within each Phase and Sub-Phase (as the case may be) the Brent Cross Partners and CRL covenant (so as to bind the land for the Northern Development in each relevant Phase and Southern Development separately) that they shall pay to the LPA the reasonable and proper costs of the LPA in promulgating promoting and implementing (but not the operation of) car parking restrictions (including car parking control zones) within the relevant Phase or Sub-Phase of the Northern Development or Southern Development (as the case may be) and in the areas around the relevant Phase or Sub-Phase of the Northern Development or Southern Development (as the case may be) within Barnet including extensions of existing car parking restrictions (including car parking control zones necessary in relation to the relevant Phase or Sub-Phase of the Northern Development or Southern Development in terms of the area or class of vehicle to which they relate or the detailed terms of the restrictions or other appropriate extension or variation) which:

11.3.1 are not already subject to such parking control zone restrictions; and

11.3.2 the LPA reasonably and properly determines (following proper consultation with the Brent Cross Partners on the nature, extent, programme for delivery and estimated cost of such restrictions) should be subjected to such controls during the construction and/or operation of the relevant Phase or Sub-Phase of the Northern Development or Southern Development (as the case may be) in order to mitigate the impacts of the such development.'

5.122 Schedule 16 to the S106 Agreement recognises the need for appropriate parking controls and any future CPZ to cover a sufficient area around existing and new stations as a consequence of the development; this includes the New Train Station and the associated Transport Interchange T1. Paragraph 3.2 of Schedule 16 reads as follows:

'3.2. The exact geographical extent of any future CPZ and its subsequent design, operation, enforcement and pricing regime will be approved by the London Borough of Barnet, and where appropriate the London Borough of Brent, and may need to be progressively increased as the Development proceeds. The CPZ will need to cover a sufficient area around the existing stations and the new and improved Interchanges forming part of the Development in order to prevent commuter parking, including Transport Interchange T1 (New Train Station and Transport Interchange), Transport Interchange T2 (Replacement Brent Cross Bus Station), Brent Cross Underground Station and Cricklewood Station Interchange.'

5.123 In addition to the introduction of CPZ controls, parking controls in the form of double yellow lines are expected on Geron Way along with those mitigation measures presented within the A5 Corridor Study (planning condition 2.7 of the S73 Permission) (Ref: 14/07402/CON) to restrict any parking around the New Train Station. These measures are further explained in the Car Parking Management Strategy submitted pursuant to planning Condition 11.2 of the S73 Permission (LPA ref: 19/3479/CON).

5.124 It is considered that any potential parking impacts as a result of the New Train Station can be adequately mitigated and managed through the existing S106 planning obligations and conditions attached to the S73 Permission.

Access and servicing

5.125 Highway access to the New Train Station from the west would be via Geron Way, which is a two-way single carriageway road connecting to the A5 Edgware Road at either end. Geron way provides access to the Staples Corner Retail Park as well as to Bestway Cash and Carry wholesaler warehouse. The majority of Geron Way has single yellow lines along one side of the road.

5.126 The outline planning consent requires the submission of a Servicing and Delivery Strategy for each Phase or Sub-Phase submitted pursuant to Condition 1.22, which is required to accord with the overarching Framework Servicing and Delivery Strategy for the Brent Cross Cricklewood regeneration scheme. A Framework Servicing and Delivery Strategy pursuant to the requirements of Condition 1.21 of the S73 Permission was previously discharged by the LPA in February 2015 under planning reference 14/08112/CON. The approved Framework Servicing and Delivery Strategy sets key objectives for the Servicing and Delivery Strategies (required under Condition 1.22). This includes details relating to how servicing and delivery trips associated with the Brent Cross Cricklewood regeneration scheme will be managed; to ensure the use of the most sustainable transport methods where practicable and to minimise emissions and congestion on the highway network.

5.127 A Servicing and Delivery Strategy for Phase 2 (South) (Thameslink Station) has been submitted and discharged pursuant to condition 1.22 of the S73 Permission (LPA ref: 18/7349/CON, approved 14th March 2019). Both the Framework Servicing and Delivery Strategy and Phase 2 (South) (Thameslink Station) Servicing and Delivery Strategy require that a Delivery Service Plan be provided for the New Train Station as a use that would generate some servicing and delivery needs.

5.128 All servicing and delivery trips associated with the New Train Station are anticipated to use the Strategic Road Network (SRN), which includes the A406 and A5/Edgware road; to ensure that vehicles avoid the use of local and residential roads. The servicing and delivery requirements for the New Train Station comprise refuse collection, mail and ad-hoc courier delivery, security vehicle cash collection, cleaning materials and retail food & sundries deliveries. Given the limited number of servicing deliveries, the proposals are not considered to have an adverse impact on the Highway.

5.129 Nevertheless, to manage servicing and delivery needs for the New Train Station, the approved Servicing and Delivery Strategy for Phase 2 (South) (Thameslink Station) sets out a number of mitigation measures anticipated to be implemented, and these measures include:

- Integrating servicing and delivery facilities into design;
- Inform suppliers of the delivery location;
- Implement a delivery booking system;
- Moving deliveries outside of peak or normal working hours;

- Providing rest space for drivers; and
- Promotion of silver and membership of FORS (Freight Operator Recognition Scheme).

5.130 A pre-commencement condition is therefore recommended which requires the submission of a Delivery Service Plan, which sets out the necessary measures to be implemented to reduce the impacts of servicing and delivery needs associated with the New Train Station. This should also include the provision of appropriate targets in accordance with those measures sited above, which are approved in the Brent Cross Phase 2 (South) (Thameslink Station) Servicing & Delivery Strategy' pursuant to condition 1.22.

5.131 Highway access to the Eastern Entrance of the New Train Station will be via the network of new streets to be delivered in Brent Cross South. This would mainly comprise High Street South, Claremont Park Road and Spine Road North which provide access into the Transport Interchange T1, including its interim state. The servicing and delivery arrangements for the Eastern Entrance will be set out in the relevant strategies to be submitted as part of the pre-RMAs associated with the applications for the Eastern Entrance and Interim Transport Interchange T1.

<u>Construction Highway Impacts</u>

5.132 The Construction Impact Assessment Addendum (CIA) (BXC 21) within the S73 Permission assesses the construction traffic impacts associated with the BXC development and includes a mitigation strategy. Since the grant of the S73 Permission, the Indicative Construction Programme (ICP) has been updated to reflect changes in the delivery sequence of the development, including the re-phasing of the New Train Station, Waste Transfer Station, and Rail Freight Facility from Phase 5 to Phase 2 (South), and moving a number of development plots within BXS back which were previously overlapping with the peak construction period of 2020.

5.133 Under S73 ES, the construction traffic associated with the new station was estimated to generate approximately 653 trips per month. However, As described by the submitted information, the construction phase is forecasted to include a maximum average of 20 HGV movements per day over the course of the first 18 months of construction. This then reduces to 10 HGV movements per day on average over the next six months of construction, followed by a further reduction down to two HGV movements per day for the final six months of construction.

5.134 In regard to the construction highway impacts, it is considered that the construction traffic impacts are less than originally forecast in the S73 ES but the construction traffic mitigation measures remain valid. It is acknowledged that construction is anticipated on current railway land; with the proposed western entrance to be constructed on an area currently comprising a surface car park adjacent to Unit 7 Staples Corner Retail Park fronting Geron Way. The applicant has confirmed that no road closures, or diversions are currently anticipated. In addition, they have been working alongside their relevant constructors to achieve zero HGV traffic movements during the AM and PM Peak highway hours. Thus, the peak hour impact on the highway network from this sub

phase would be minimal.

5.135 Subject to the submission and determination a Detailed Construction Transport Management Plan (CTMP) pursuant to condition 12.1B of the S73 Permission, and the submission of a Construction Worker Travel Plan pursuant to condition 12.2 prior to construction; the proposed development is considered to be in compliance with the relevant abovementioned development plan policies.

Pedestrian and Cycling provisions

5.136 Pedestrian access to the western side of the New Train Station is via Geron Way, leading off the A5 Edgware Road. The footway width along this route is approximately 1.9m wide (with a 1.5m clear width allowing for signs and lamp columns). There are no footway provisions provided along the north eastern side of Geron Way adjacent to the boundary to the railway.

5.137 Any pedestrians accessing the site from the south or west will have to cross the A5 Edgware Road. There is an existing pedestrian-controlled crossing, across the A5 Edgware Road; to the south of the junction with Humber Road. New pedestrian crossing facilities are proposed as part of the consented improvements to the A5/Geron Way junction, which form part of the approved Waste Transfer Station Drop-in Permission. This includes a controlled pedestrian crossing installed to ross the A5 northern arm in addition to a crossing on Geron Way at its junction with the A5, which will provide facilities for passengers to safely cross the A5 Edgware Road and Geron Way in order to access the New Train Station via Geron Way.

5.138 Pedestrian provisions from the eastern side of the proposed New Train Station will be via High Street South, Claremont Park Road or Spine Road North leading to Station Square.

<u>Existing Pedestrian Conditions</u>

5.139 As understood from the applicant's assessment, a worst-case scenario was presented. The assessment concluded that if all pedestrians using the Train Station Bridge were to use only one footpath in one direction from Geron Way; the 1,200 pedestrians in the 2031 PM peak hour would experience a Pedestrian Comfort Level of B (1,200 people per hour ÷ 60 ÷ 1.5m clear footway width = 13.34 pedestrians per metre of clear footway width per minute). This is the recommended minimum comfort level according to TfL Pedestrian Comfort Guidance. Therefore, there is currently adequate provisions on the existing Geron Way for the pedestrian demand to access the west of the New Train Station.

5.140 At station opening in 2022, there are low volumes of passengers forecast to the east and as the traffic demand will be low, there would not be significant development to generate traffic. In this respect, there is no inherent need to provide additional pedestrian facilities. This would nonetheless be further assessed as part of any further Pedestrian and Cycle Strategy for future sub-phases of the BXC development in accordance with Condition 2.8(a) of the S73 Permission.

Provisions for Cyclists

5.141 Under the S73 Permission, the MML Bridge (defined a 'Bridge Structure B2 (A5 Link Bridge) is intended as the principal link over the railway for mounted cyclists and includes specific segregated provision.

5.142 The New Train Station Bridge, which has an internal width of 7m, is proposed to deliver pedestrian and step-free access provisions to the New Train Station as well as provide an east-west pedestrian link over the railway into the new BXS development and Transport Interchange. Cyclists are able to cross the Train Station Bridge to access the New Train Station and the wider development but are required to dismount and push their bicycles across the bridge. This is facilitated by lifts which are sized to accommodate cycles. Unfortunately, channels will not be installed on the steps; as the height differential is in excess of 6m and as a result there could be significant injuries should a bicycle be let go at the top. There are also issues of pedestrian and cyclist conflict and the ability of pedestrians to access the proposed handrail.

5.143 As identified within the submitted Station Capacity Assessment, two lifts have been proposed in the western entrance (and will be provided in the Eastern Entrance) with sufficient capacity for forecast pedestrian demand as well as cyclists to use. The New Train Station lifts have been designed to comply with the DfT Design Standards for Accessible Stations (which incorporate PRM-TSI standards) and in accordance with Network Rail standards to safely accommodate all passengers and cyclists.

5.144 Whilst this application does not include any facilities outside of the red line boundary, the Area Wide Walking and Cycling Strategy (approved pursuant to Condition 1.20 of the S73 Permission LPA Ref. 14/08105/CON) takes into account wider improvements that could be delivered as part of the Brent Cross Cricklewood Regeneration Scheme. In addition, a Pedestrian and Cycle Strategy has been submitted to the LPA pursuant to planning condition 2.8(a) in relation to the Phase 2 (South) (Thameslink Station), sub-phase of the development. This is being considered under application 19/3091/CON.

Station Capacity Assessment

5.145 The New Train Station is forecast to have an annual patronage of 2.6million users upon opening (2022), rising to 5million passengers a year by 2038.

5.146 A Station Capacity Assessment has been undertaken to confirm, whether the design of the New Train Station can accommodate the forecast demand. This assessment has been undertaken based on the forecast demand at the completion of the full BXC Development (2038), with checks undertaken against further forecast years of 2058 and 2075. The 2038 demand has been based on the output from the RailPlan model, which provides three-hour demand output. This demand has been factored to a single peak hour, by assuming that 50% of the three-hour demand is concentrated in one hour, which is considered the worst case.

5.147 Under the assessment, the proposed platform widths are considered to be adequate to accommodate the demand forecast for 2038 according to the latest NR guidance requirements (SCAG 2016). Vertical circulation provision was also considered to be sufficient with one escalator required at the busiest time and two provided to account for up and down movements. Slow line platform widths are also anticipated to be sufficient with the Fast line platforms for evacuation or emergency purposes. In addition, the platforms would cater for 12-car high speed trains, which will accommodate more passengers than the current Thameslink trains.

5.148 Beyond 2038, this demand has been factored up for the two other analysis years based on Network Rail London and South East Market Study (October 2013) growth rates of 1.3% per annum in the peaks with 4% in the off peak. Though, the platform widths were marginally narrow for 2058 forecast demand; it was assessed to have negligible impact, given that additional platform areas available. The 2075, service frequency would need to increase with the demand increase, spreading out the peak demand and lessening the requirement for platform widths calculated in the assessment. Therefore, the design is deemed to be sufficient for all forecast demand years. It should be noted that the 2058 and 2075 assessments are not requirements for the LPA to consider, rather they have been undertaken for Network Rail consideration and technical approval.

5.149 It is considered that the New Train Station accords to Network Rail Station Capacity Planning Guidance (October 2016); for the design year of 2038. Vertical circulation to and from the New Train Station Bridge would be sufficient and escalator and lift locations are suitably located for PRM passengers. In addition, there is a generous space provided for circulation, which accords with the relevant rail standards.

5.150 Subject to the submission and determination of the necessary pre-commencement conditions pursuant to the S73 Permission, the applicant has provided sufficient evidence to demonstrate that the proposed development accords with the requirements of the relevant is the abovementioned London Plan polices (March 2017) and the development plan policies.

5.151 The Council's Transport Planning and Regeneration Officer and TfL have engaged extensively with the Applicant and LPA, in the consideration of the Transport and highways impacts associated with this application. It is considered that the applicant has provided sufficient clarifications and have updated the Reserved Matters Transport Report (March 2020) accompanying this application and Chapter 5A of the submitted Updated Statement of Compliance and Further Information (March 2020) to satisfactory address the concerns raised. Therefore, supported by the advice received from the relevant technical advises, the LPA is satisfied that it has been demonstrated that the proposed development can operate without unacceptably increasing conflicting movements on the road network.

Biodiversity

5.152 Policy CS7 of the Core Strategy DPD states that the Council will ensure that development protects existing site ecology and makes the fullest contribution to local biodiversity improvement and also affords protection to existing SINCs. Equally, Policy 7.19 of the London Plan states that development proposals should, wherever possible, make a positive contribution to the protection, enhancement, creation and management of biodiversity and states that proposals should give sites of borough and local importance for nature conservation the level of protection commensurate with their importance.

5.153 In terms of biodiversity, the Application Site itself is of little ecological value as it is currently dominated by existing railway and road infrastructure. The nearest (nationally) designated nature conservation site is the Welsh Harp SSSI and Brent Reservoir LNR which is located approximately 1.1km to the northwest of the Site's redline boundary. The Applicant has also recognised the biodiversity importance of the existing tree belt which runs parallel to the east and north of the site between Brent Terrace and the Application Site. This vegetated corridor is considered to be of regional importance for bats and other protected species and is classified as a Core Sustenance Zone for a number of bat species.

5.154 The Application is supported by an assessment of Biodiversity impacts contained within Chapter 9 (Biodiversity) of the Environmental Statement (Updated) Statement of Compliance and Further Information Report (Volume 1). The assessment evaluates potential ecological impacts during all stages of the development including construction, operation and decommissioning.

5.155 The assessment reviews previous and potential ecological impacts, which are likely to occur during the construction and operational phases of the proposed development. This assessment concludes that no significant habitats would be lost and direct impacts upon species are considered to be a low risk. In terms of indirect impacts, the proposed development is likely to include disturbance to key species utilising retained habitats, particularly as a result of external lighting, and potential cumulative impact via the demolition of the Jerich Shed which currently aids conditions for a sheltered commuting route as well as blocking out a degree of light spillage.

5.156 In terms of a short-term mitigation, to offset any identified adverse impacts to reptiles and invertebrates, the Applicant suggests a 3-meter-high close-boarded or similar infilled fence should be erected to the east of the vegetation to maintain the dark, sheltered corridor. This mitigation measure is already identified in the BXC ES as part of the wider development but falls outside the redline boundary to which this station application relates.

5.157 The implications relating to Ecology and Biodiversity have been reviewed by the Council's Ecology Advisor. As identified in the BXC ES, a mitigation strategy should be proposed that decreases disturbance of important flight lines through the development site and considers its relationship to the wider River Brent Corridor, which provides flight lines and links between known roost sites to the south and east of the site, and the known foraging grounds of Brent (Welsh Harp) reservoir. Therefore, the

mitigation should be to minimise and reduce the likely impact from exterior lighting associated with the New Train Station. In this respect, a pre commencement condition is recommended requiring the Applicant to provide a lighting assessment, which should be directed and consulted upon by an ecologist prior to installation, in order to ensure adequate mitigation is in place to minimise any potential external light spill beyond the application boundary.

5.158 Subject to the recommended condition, the Council Ecology Advisor considers that the information provided is deemed sufficient to inform determination of the application.

Sustainable Construction and Climate Change

5.159 London Plan Policy 5.2 states that development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy be lean, be clean and be green. Policy 5.3B of the London Plan (2016) states that development proposals should demonstrate sustainable design standards in regard to its construction and operation; and meet minimum standards outlined the Mayor's 'Sustainable Design and Construction SPG' (April 2014) including incorporation of renewable energy technologies and low or zero carbon technologies, and achieve regulated carbon dioxide standards. Saved Policy C4 of the UDP states that the Council will seek to ensure that the redevelopment of the BXC regeneration area pursues the highest standards of environmental design.

5.160 The Applicant has submitted an 'Energy Statement' dated July 2019, which sets out the Applicant's approach to the design of the proposed development which has been based on the energy hierarchy of the Section 73 Planning Permission, prioritising passive design and a general energy demand reduction prior to the application of low and zero carbon technologies. The assessment concluded that Part L of the Building Regulations, BREEAM and the Council's requirements can be achieved.

5.161 The proposed development has been designed to achieve BREEAM 'Very Good' rating which has been designed to deliver low and zero carbon technologies, heat recovery systems, low energy and automated lighting. The Applicant has stated that the installation of solar photovoltaic panels on the western entrance is envisaged. However, this is subject to further detailed design and whether the 45-60m2 photovoltaic panels could be successfully installed within the 150m2 flat roof area available over the western entrance. A condition is therefore recommended to ensure that appropriate renewable energy technologies are fully explored and secured as part of the development prior to the construction of the western entrance building.

6. ENVIRONMENTAL IMPACT ASSESSMENT

6.1 The S73 Permission was subject to an Environmental Impact Assessment (EIA) and was accompanied by an Environmental Statement (BX02). Since then, Further Information Reports (FIRs) and Supplementary Environmental Statements have accompanied a number of Reserved Matters Applications, Re-phasing Applications and Non-Material Amendments (NMAs).

6.2 The EIA procedure in the UK is directed by the Town & Country Planning (Environmental Impact Assessment) Regulations 2017 (the 'Regulations'), EU Directive 85/337/EEC (as amended), as well as the National Planning Practice Guidance (2014).

6.3 Regulation 9 states that where the environmental information (in this instance the S73 BXC ES and any other associated environmental information) already before the Local Planning Authority is considered adequate, the LPA should take this into account when determining any subsequent application before them. However, where the environmental information before the Local Planning Authority is not considered to assess the environmental effects of the Proposed development, a notice must be served under Regulation 25 of the EIA Regulations requesting further information. Alternatively, the Applicant is also able to submit further environmental information to the LPA voluntarily.

6.4 This application is accompanied by a Statement of Compliance and Further Information Report, which assesses the impact of the proposed development in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. This document reviewed the relevant environmental information presented within the S73 BXC ES and comprises supplementary and further environmental information submitted by other development partners to assess whether any likely effects of the proposed development identified at the outline stage remain unchanged. A 'Statement of Compliance' has been provided for each relevant environmental topic where it has been assessed and concluded that the proposed development and its anticipated environmental impacts remain unchanged from that previously assessed. Additionally, where necessary, further environmental information has also been presented to confirm whether any new or different significant environmental effects would arise as a result of the proposed New Train Station development, which in some circumstances were not fully identifiable or assessed as part of the previous BXC ES.

6.5 The submitted Statement of Compliance and Further Information Report covers the following topics to determine whether the proposed development would be likely to give rise to any new or different significant environmental effects and, therefore, whether any mitigation measures are necessary to ameliorate any such impacts:

- Planning and Land Use;
- Traffic and Transport;
- Socio- Economics;
- Noise and vibration;

- Townscape and Visual;
- Biodiversity;
- Water and flood;
- Archaeology and Cultural Heritage;
- Air quality and dust;
- Ground contamination;
- Waste;
- Microclimate – Wind;
- Microclimate – Daylight, Sunlight and Overshadowing;
- Communications – TV, Radio and Mobile Phone Reception;
- Greenhouse Gas Emissions;
- Cumulative effects.

6.6 Relevant comparisons between the conclusions of the BXC ES and Statement of Compliance and Further Information Report submitted with this planning application have been acknowledged above through the Planning Consideration section of this report whilst having regard to the relevant material considerations. It is considered that the proposed development would not give rise to any new, or different significant environmental effects that cannot be mitigated through the relevant pre-commencement conditions attached to the S73 Permission, or through the implementation of appropriate mitigation measures as recommended to be imposed on any approval granted for this RMA. Such mitigation measures can be secured through appropriately worded planning conditions as suggested in Appendix 1 of this report.

7. EQUALITY AND DIVERSITY ISSUES

7.1 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:

1.1.1 Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
1.1.2 Advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
1.1.3 Foster good relations between persons who share a relevant protected characteristic and persons who do not share it."

7.2 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.

7.3 In considering this application and preparing this report, Officers have had regard to the requirements of this section and have concluded that should a decision to grant planning permission for this proposed development be taken; as it would comply with the Council's statutory duty under this important legislation.

7.4 It is considered that Application Site would be accessible by various modes of transport, including by foot, bicycle, public transport and private car, thus providing a range of transport choices for all users. In addition, step Free Access from the station entrances to the platforms is provided for. Lifts are provided in the western entrance and will be provided in the eastern entrance as well. Two lifts are proposed on the slow platforms, and one on the fast platform with provision safeguarded to provide an additional lift if needed in the future. Level Access is intended subject to technical solutions and the required rail industry approvals.

7.5 As described in paragraph 5.62 of this report, the Applicant has engaged in pre-application discussions with the Consultative Access Forum (CAF) prior to the submission of the Reserved Matters Application. Consultative Access Forum meetings took place on 24th April 2019, 8th May 2019 and 24th February 2020. The meetings focussed in particular on step-free access from the station entrance to the platform level and exploring the options for providing level access from platform to train with the understanding of the requirements for wider rail industry support and approval.

7.6 The CAF were presented the Aecom Level Access Feasibility Report (commissioned by the Applicant) which demonstrates that platform humps are a deliverable option at the station. CAF are aware that the Applicant intends to progress discussions with Network Rail and Govia Thameslink Railway (GTR who run the Thameslink services which will stop at the new station) who in principal support the provisions of Level access at the New Train Station.

7.7 The CAF have confirmed their support for the station proposals in their consultation response. The Applicant has confirmed that discussions with CAF will continue beyond the RMA process with the aim of delivering level access with the requirements of all users in mind pending the approval of relevant regulatory authorities. As such, the proposals are considered to be in accordance with national, regional and local policy by establishing an inclusive design, providing an environment which is accessible to all.

8. CONCLUSION

8.1 This application seeks approval of the Reserved Matters for the New Train Station within Phase 2 (South) (Thameslink Station) sub-phase of the Section 73 outline planning consent for the Brent Cross Cricklewood ('BXC') regeneration area.

8.2 The application includes the delivery of the New Train Station comprising an entrance building on the western side of the Midland Main Line railway, two island platforms with associated shelters and building structures, and the Train Station Bridge including concourse, barriers and ticket hall. The design of the Train Station Bridge provides both access to the Station Concourse as well as a publicly accessible pedestrian footbridge over the railway. This provides the function of Bridge Structure B3 (Geron Way Pedestrian Bridge as defined within the S73 Permission), which was originally envisaged as a separate pedestrian bridge structure adjacent to the Train Station Bridge. The proposals therefore deliver a single bridge structure, which consolidates the principles defined within the S73 Permission for Bridge Structure B3 and the Train Station Bridge.

8.3 This RMA seeks approval for the Train Station Bridge up to the point on the eastern side of the railway where it meets the buildings within Brent Cross South. The Eastern Entrance and the Interim Transport Interchange T1 on the eastern side of the railway lines fall within separate sub-phases of the development and will be subject to the submission of separate Reserved Matters Applications. Notwithstanding that they will be subject to separate applications, through the provisions of Condition 21.27 of the S73 Permission and the recommended condition to be attached to any approval of this RMA, the Interim Transport Interchange T1 and the Eastern Entrance are required to be practically completed and available for public use prior to the New Train Station opening.

8.4 Taking into consideration the principles defined with the RDSF (specifically paragraphs' 3.32 and 3.32a), the submitted proposal for the New Train Station is considered to be in accordance with Parameter Plan 013 (Transport Interchanges) and Parameter Plan 002 (Transport Infrastructure) and those principles defined under the RDSF. The New Train Station will provide significantly enhanced public transport facilities and pedestrian access to the BXC development and existing surrounding area.

8.5 Given that Bridge structure B3 is already permitted in principle under the S73 Permission, combining the principles with the New Train Station is considered acceptable and the LPA are satisfied that this would not undermine nor prejudice the overall delivery of the wider masterplan. In addition, the LPA are also satisfied that the proposed development would not give rise to any new, or different significant environmental impacts when considered against the EIA Process carried out to date for the BXC outline planning application and as updated accordingly through subsequent applications.

8.6 It is considered that the New Train Station will deliver significantly improved accessibility to the area and unlock the delivery of new homes and a new office quarter. As such, it is considered that the proposed development would enhance the delivery of the wider BXC regeneration scheme and therefore would continue to satisfy the requirements for the comprehensive redevelopment of the regeneration area in accordance with saved Policy C1 of the UDP and Policy CS2 of the Core Strategy DPD.

8.7 The proposals are considered to be acceptable in regard to design and appearance, impact on local character and amenity (including air quality, and noise), highways and transport impacts, biodiversity and sustainable design and climate change.

8.8 Overall, officers find the proposals acceptable and accordingly the application is recommended for APPROVAL subject to conditions as set out in Appendix 1 of this report.

LIST OF APPENDICES

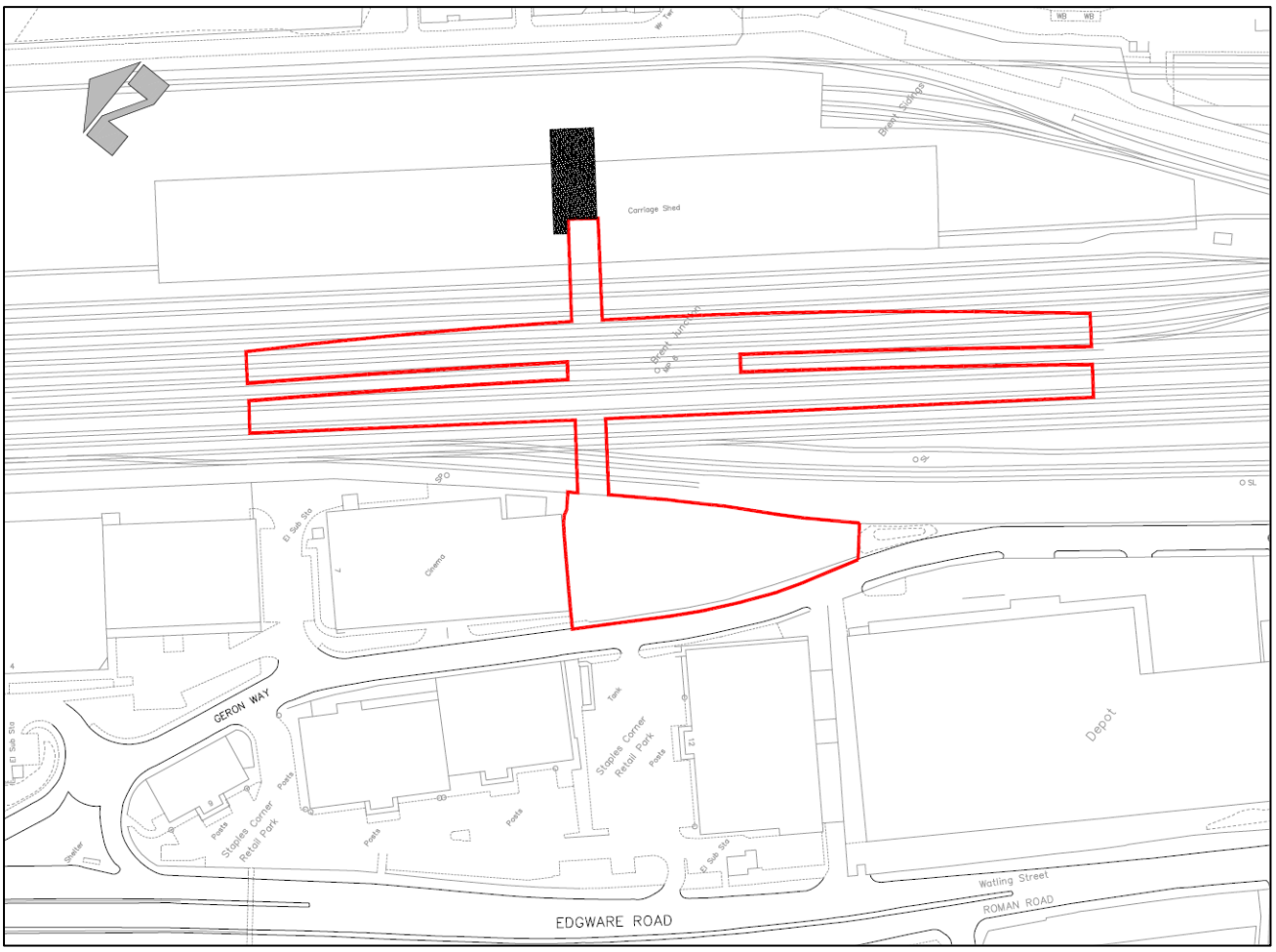
APPENDIX 1 – DRAFT CONDITIONS

APPENDIX 2 – PRE-RESERVED MATTERS CONDITIONS

APPENDIX 3 – PUBLIC CONSULTATION RESPONSES

SITE LOCATION PLAN

ADDRESS: **New Train Station, Brent Cross Cricklewood Regeneration Area**
REFERENCE: **19/6256/RMA**



Not to scale