



**RESERVED MATTERS
APPLICATION FOR
PHASE 1A (SOUTH)**

BRENT CROSS CRICKLEWOOD

EXPLANATORY REPORT

**ON BEHALF OF ARGENT
(PROPERTY DEVELOPMENT)
SERVICES LLP**

October 2015

Our Ref: Q50332

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Rev.P04

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NOTE: This report has been produced to support and describe the Phase 1A (South) Reserved Matters Application. It is not therefore submitted for formal approval and instead provides context to the application submission.

1 INTRODUCTION

a) Background and Brent Cross Cricklewood Site-Wide Context

- 1.1 Quod has been instructed by Argent (Property Development) Services LLP to prepare this Explanatory Report in support of a Reserved Matters Application (“RMA”) for Phase 1A (South) of the Brent Cross Cricklewood (“BXC”) development.
- 1.2 Planning Permission Ref No. C/17559/08 (“2010 Permission”) for the comprehensive redevelopment of BXC was granted in October 2010. A Section 73 planning permission Ref No. F/04687/13 (“2014 Permission”) to develop land without complying with conditions attached to the 2010 permission was granted by London Borough of Barnet (LBB) on 23 July 2014.
- 1.3 This RMA is made pursuant to Conditions 1.2.1.B, 2.1 and part discharge of Condition 13.1 of the 2014 Permission relating to details of Layout, Scale, Appearance, Access and Landscaping as appropriate, in relation to Phase 1A (South).
- 1.4 The 2014 Permission divides the site up into a series of Phases and Sub Phases. Phase 1A (South) is defined as consisting of three Critical Infrastructure items:
- A5/Diverted Geron Way (Waste Handling Facility) Junction;
 - Claremont Park Road (Part 1); and
 - School Lane.
- 1.5 As set out in the Revised Development Specification and Framework (“RDSF”) (forming part of the 2014 Permission under Condition 1.16), the 2014 Permission provides full planning consent in respect of nine junctions, referred to as the Gateway Junctions controlled under Condition 1.29. Reserved matters approval does not, therefore, need to be sought for these works. The A5/Diverted Geron Way (Waste Handling Facility) Junction is one of the nine Gateway Junctions and therefore it is not covered in this Explanatory Report.
- 1.6 The BXC site comprises an area of 151ha and is located within the London Borough of Barnet (“LBB”). The site includes Brent Cross Shopping Centre to the north, the A41 and Brent Cross London Underground Station to the east, Cricklewood Lane to the south and the A5 to the west.

- 1.7 The site represents a significantly underutilised area of brownfield land comprising industrial uses, former railway land and retailing premises surrounded by large areas of surface level car parking. Nevertheless, given its location at the connection between the M1 and the A406, BXC has potential to be a gateway site into London. The potential of the site is reinforced by its connection with the A5 and A41, and its close proximity to the Northern Line at Brent Cross London Underground Station, the Midland mainline and Brent Cross bus station.
- 1.8 In view of its location and its current poor environment and urban structure, the BXC site has been identified for over a decade within regional and local planning policy for comprehensive and strategic redevelopment. The site is identified in both the Mayor’s London Plan (2015) and the adopted Barnet Core Strategy (2012) and saved Chapter 12 of the Barnet Unitary Development Plan (UDP) (2006) as an appropriate location to accommodate significant new homes and jobs as part of a comprehensive regeneration scheme.
- 1.9 In line with the London Plan, a site-specific Development Framework was produced in April 2004 as Supplementary Planning Guidance, and updated in December 2005. The document establishes a vision ‘to create a new gateway for London and a vibrant urban area for Barnet’. The document also states that:

“The regeneration area will be the heart of a new mixed use development and provide a new town centre for Barnet. The new town centre will be developed on both sides of the A406 North Circular Road, along a new High Street.” (Page 9)

b) Site Context

- 1.10 Phase 1A (South) comprises three items of infrastructure, Claremont Park Road (Part 1), School Lane and the A5/Diverted Geron Way (Waste Handling Facility) Junction. Claremont Park Road (Part 1) and School Lane are shown on the plans in Appendix 1 and Appendix 2 respectively. The A5/Diverted Geron Way (Waste Handling Facility) Junction was granted full planning permission within the 2014 Permission and is therefore not considered further in this report.

c) Phase 1A (North) RMAs

- 1.11 Significant progress has been made toward securing the necessary reserved matters approvals for Phase 1A (North). Separate RMAs have been approved in respect of Plots 53 and 54 (Ref.No. 15/00720/RMA), as well as Clitterhouse Playing Fields (Part 1) and Claremont Park (Ref.No. 15/00769/RMA) in May and June 2015 respectively. Furthermore, RMAs for a package of infrastructure items (Ref.No. 15/03312/RMA) as well as Central Brent Riverside Park (Ref.No. 15/03315/RMA) secured resolution to grant permission in September 2015. Collectively these RMAs covered all items within Phase 1A (North) as defined by the 2014 Permission.
- 1.12 Many of these components link directly into the infrastructure now proposed within Phase 1A (South), such as defining the location of Claremont Park and Claremont Road North Junction, which effectively frames the location for Claremont Park Road (Part 1); and the Living Bridge and Claremont Avenue which forms the basis of School Lane. The RMAs now submitted for Phase 1A (South) have responded directly to those matters previously approved as part of Phase 1A (North).

d) Purpose and Structure of the Explanatory Report

- 1.13 Condition 2.1 of the 2014 Permission requires that RMAs are supported by a range of information including an 'Explanatory Report'. This states that the Explanatory Report is required to:
- respond to the requirements of Condition 1.16 i.e. that all RMAs be in accordance with the parameters and principles described, mentioned or referred to in the RDSF (including all of the Parameter Plans), the principles described in the Revised Design and Access Statement ("RDAS") and the Revised Design Guidelines ("RDG"); and
 - demonstrate that the RMA has covered all relevant matters identified in Condition 2.1 (as described at paragraphs 6.2, 6.15 and 6.16 of the RDSF).
- 1.14 Paragraph 6.2 of the RDSF broadly describes the matters for which details will be required to be provided in the RMAs i.e. access, layout, scale, appearance and landscaping. The Town and Country Planning (Development Management Procedure) (England) Order 2015 ("DMPO") confirms that:

- **‘Layout’** means the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and space outside the development;
- **‘Scale’** means the height, width and length of each building proposed within the development in relation to its surroundings;
- **‘Access’** means the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network;
- **‘Appearance’** means the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture; and
- **‘Landscaping’** means the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes screening by fences, walls or other means; the planting of trees, hedges, shrubs or grass; the formation of banks, terraces or other earthworks; the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and the provision of other amenity features.

1.15 In accordance with paragraph 6.15 of the RDSF, this reserved matters submission comprises:

- Cover Letter;
- Application Form;
- Community Infrastructure Levy (CIL) Form;
- Explanatory Report;
- Reserved Matters Transport Report (discussed within the Explanatory Report and Reserved Matters Transport Report appended to Explanatory Report);

- Environmental Compliance Note (discussed within the Explanatory Report and Environmental Compliance Note appended to Explanatory Report);
- Illustrative Reconciliation Plan (submitted as part of pre-RMA package); and
- Drawing Package (see Table 1.1 below).

Table 1.1: Phase 1A (South) RMA Drawing Package

Title	Reference Number	Revision
Drawings For Approval		
Brent Cross Phase 1A South Claremont Park Road (Part 1) General Arrangement	BXC-ARP-00-XX-DR-C-7001	P04
Brent Cross Phase 1A South School Lane General Arrangement	BXC-ARP-00-XX-DR-C-7002	P04
Claremont Park Road (Part 1) Landscape General Arrangement Plan	(97)LP002	-
School Lane Landscape General Arrangement Plan	(97)LP003	-
Claremont Park Road (Part 1) Tree Removal Plan	(97)LP004	-
School Lane Tree Removal Plan	(97)LP005	-
Supporting Drawings (For Information)		
Brent Cross Phase 1A South Claremont Park Road (Part 1) Vehicle Tracking	BXC-ARP-00-XX-DR-C-7003	P02
Brent Cross Phase 1A South School Lane Vehicle Tracking	BXC-ARP-00-XX-DR-C-7004	P02
Brent Cross Phase 1A South Claremont Park Road (Part 1) Visibility Splays	BXC-ARP-00-XX-DR-C-7005	P02
Brent Cross Phase 1A South School Lane Visibility Splays	BXC-ARP-00-XX-DR-C-7006	P02
Brent Cross Phase 1A South Claremont Park Road (Part 1) Plan Location of Highway Cross Sections	BXC-ARP-00-XX-DR-C-7007	P02

Brent Cross Phase 1A South School Lane Plan Location of Highway Cross Sections	BXC-ARP-00-XX-DR-C-7008	P02
Brent Cross Phase 1A South Highways Cross Sections	BXC-ARP-00-XX-DR-C-7009	P02

- 1.16 This Explanatory Report for Phase 1A (South) should therefore be read in conjunction with the other documents that support this RMA submission (see above).
- 1.17 Paragraph 6.16 of the RDSF sets out the intended scope of the Explanatory Report, which this report follows.
- 1.18 Condition 2.1 also sets out a wider list of requirements which are to be considered for each RMA (or Other Matters Application), unless otherwise agreed in writing with LBB. The scope of this RMA has been agreed with LBB and a table which summarises the agreed scope in the context of Condition 2.1 is provided in Section 2 (Table 2.4) of this Explanatory Report.
- 1.19 In summary, the purpose of the Explanatory Report is to demonstrate that this RMA for Phase 1A (South):
- is in accordance with the relevant parameters, principles and other controls included in the 2014 Permission;
 - complies with Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended);
 - achieves high standards of urban design, landscaping and environmental mitigation; and
 - provides a clear written record of these matters.
- 1.20 This RMA provides sufficient information and detail to LBB to discharge the requirements of Conditions 1.2.1B, 2.1 and part discharge the requirements of Condition 13.1 of the 2014 Permission and demonstrate conformity, where relevant, with the following documents:
- conditions attached to the 2014 Permission;
 - Section 106 Agreement (“S106 Agreement”) of the 2014 Permission;

- RDSF;
- RDAS;
- RDG;
- the Phase 1A (North) Reserved Matters Approvals; and
- details approved under the Phase 1A (South) Pre-RMA conditions.

1.21 An Environmental Compliance Note (see Section 5 and **Appendix 6**) is provided to confirm that the proposals for Phase 1A (South) do not give rise to any additional likely significant environmental impacts over those assessed and reported upon in the Environmental Statement (BXC03) submitted in support of the 2014 Permission and subsequent Phase 1A (North) submissions.

1.22 The remaining sections of this Explanatory Report are structured to respond to the requirements of Condition 2.1 (as agreed with LBB) as follows:

- **Section 2** – The 2014 Permission;
- **Section 3** – Phase 1A (South) Development;
- **Section 4** – Sustainability and Energy;
- **Section 5** - Environmental Compliance; and
- **Section 6** – Conclusions.

2 THE 2014 PERMISSION

2.1 The 2014 Permission provides for the comprehensive regeneration of the BXC site, and is described as follows:

“Development of land without complying with conditions subject to which planning permission ref. C/17559/08 (dated 28 October 2010) was granted for the 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, 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.”

2.2 The 2014 Permission is subject to a S106 Agreement dated 22 July 2014 which, along with the planning conditions, provides an overarching framework of control for the implementation of the development.

2.3 In particular, Condition 1.16 of the 2014 Permission requires all RMAs to be in accordance with the parameters and principles contained in the RDSF, RDAS and RDG, and these documents therefore provide a further layer of control:

- The RDSF provides a detailed specification of the key components of the development (the primary structural elements of the application with regard to access, movement, scale, use, and urban structure and hierarchy) together with a framework to guide its implementation. It also specifies the parameters, principles, constraints and restrictions within which the ‘flexible’

elements of the scheme are contained. The principal aim of the document is to guide the physical aspects of the development in order to create a high quality scheme which is within the scope of what has been assessed through the Environmental Impact Assessment process;

- The RDAS describes how the primary structural elements combine to establish the character and identity of the development and the way in which development zones come together to form an integrated, diverse, new town centre. It provides a general understanding of the intended character and identity of the development. Many of the aspects of the RDAS are noted to be for illustrative purposes only; and
- The RDG are a working tool that can be used to inform the design process; shaping the way in which BXC evolves over time. It provides a thorough inventory of the key ordering elements that will combine to form the character and identity outlined in the DAS. The RDG identifies Illustrative Street Typologies which provide an illustrative guide to help the way in which streets defined in Parameter Plan 003 could be developed. These typologies are intended to provide a general guide not a detailed or fixed definition of the final condition as built and it is the over-arching character of the streetscape that is under consideration.

a) Implementation of the 2014 Permission

- 2.4 The planning conditions and S106 Agreement attached to the 2014 Permission require that a number of strategies / reports / feasibility studies etc. are submitted to LBB prior to submission of RMA for a Phase or Sub-Phase. These are referred to as 'Pre-RMA Conditions'.
- 2.5 Pre-RMA Conditions that were submitted for Phase 1A (North), and which are relevant to Phase 1A (South), are identified in Table 2.1, with details of their status.
- 2.6 Pre-RMA conditions that have been recently submitted for Phase 1A (South) are identified in Table 2.2, with an update on the current status of each. The RMA now submitted has had regard to this detail as necessary and appropriate.

Table 2.1: Phase 1A (North) Pre-RMA Conditions Relevant to Phase 1A (South)

Condition Ref	Condition Requirement	LBB Reference	Status	Relationship to Phase 1A (South)
1.9	Construction Consolidation Centre Feasibility Study	14/07508/CON	Discharged 06/02/2015	Confirms that a Construction Consolidation Centre in the Southern Development is not feasible. Discharged in relation to Phase 1A (South)
1.18	Consultative Access Forum	14/07889/CON	Discharged 26/03/2015	Establishment of the Consultative Access Forum (site-wide)
1.19	Brent Cross Energy Panel	14/07890/CON	Discharged 26/03/2015	Establishment of the Brent Cross Energy Panel (site-wide)
1.20	Submission of the Area Wide Walking and Cycling Study	14/08105/CON	Discharged 10/09/2015	Site-wide study
1.21	Framework Servicing and Delivery Strategy	14/08112/CON	Discharged 09/09/2015	Site-wide strategy
1.23	Public Consultation Strategy	14/07891/CON	Discharged 31/03/2015	Site-wide strategy
1.24	Submission of Vacuum Waste Collection Feasibility Study	14/07961/CON	Discharged 30/03/2015	Site-wide strategy. This Explanatory Report confirms that VWCS is not feasible for the Southern Development (see paragraph 4.3 below)
1.25	BXC Mobility Feasibility Study and Strategy	14/07955/CON	Discharged 31/03/2015	Site-wide strategy
1.26	Submission of Inclusive Access Strategy and Wayfinding Strategy	14/07957/CON	Discharged 15/05/2015	Site-wide strategy
2.2	Clitterhouse Mobility Scheme	14/07960/CON	Discharged 31/03/2015	Covers proposed mobility scheme serving the Southern Development. Discharged in relation to Phase 1A (South)
2.3	Site Measurement Survey relating to open spaces	14/07888/CON	Discharged 10/07/2015	Site-wide

Condition Ref	Condition Requirement	LBB Reference	Status	Relationship to Phase 1A (South)
2.7	A5 Corridor Study	14/07402/CON	Resolution to grant secured on 10/09/2015. S106 currently being finalised.	A5 Corridor Study has site-wide relevance, hence discharged in relation to Phase 1A (South)
35.3	Refuse Derived Fuel Feasibility Study	14/07893/CON	Discharged 13/07/2015	Site-wide feasibility report, hence discharged in relation to Phase 1A (South)
35.4	Further Feasibility Report for Scheme-Wide Combined Heating and Power	14/07959/CON	Discharged 13/07/2015	Site-wide feasibility report, hence discharged in relation to Phase 1A (South)
35.6	Revised Energy Strategy	14/08106/CON	Discharged 13/07/2015	Site-wide strategy, hence discharged in relation to Phase 1A (South)

Table 2.2: Phase 1A (South) Pre-RMA Conditions

Condition Ref	Condition Requirement	Date of Submission	LBB Reference	Status
1.17	Submission of Illustrative Reconciliation Plan	23/10/2015	To be confirmed	Pending determination
1.22	Submission of the Phase 1AS Servicing and Delivery Strategy	23/10/2015	To be confirmed	Pending determination
2.8	Submission of Pedestrian & Cycle Strategy	23/10/2015	To be confirmed	Pending determination
7.1	Submission of Estate Management Framework	23/10/2015	To be confirmed	Pending determination
10.1	Submission of Employment and Skills Action Plan & Skills Development Method Statement	23/10/2015	To be confirmed	Pending determination
11.2	Submission of Phase Parking Standards and Strategy	23/10/2015	To be confirmed	Pending determination

Condition Ref	Condition Requirement	Date of Submission	LBB Reference	Status
27.1	Submission of Existing Landscape and Mitigation Measures	23/10/2015	To be confirmed	Pending determination
27.2	Submission of Tree Protection Method Statement	23/10/2015	To be confirmed	Pending determination
31.1	Submission and approval of Remediation Zones	02/10/2015 (Registration Date)	15/06132/CON	Discharged 19/10/2015
33.3	Submission of Telecoms Statement	23/10/2015	To be confirmed	Pending determination
37.1/37.3	Submission of Reserved Matters Transport Report Scope	30/09/2015 (Registration Date)	15/06077/CON	Discharged 19/10/2015

b) Development which is the subject of this RMA

2.7 As described in paragraph 1.5, the A5/Diverted Geron Way (Waste Handling Facility) Junction received full planning permission as part of the 2014 Permission, and therefore is not considered further within this report.

2.8 The remaining Phase 1A (South) development that is relevant to this RMA is listed in Table 2.3 below.

Table 2.3: Phase 1A (South) Development

Infrastructure Item and Description	Relevant Approved Plan	Relevant Informative Plan
Claremont Park Road (Part 1) That part of Claremont Park Road to be created as part of Phase 1A (South) adjacent to Plots 11 and 12	Parameter Plan 002 (only approximate location identified)	BXCR-URS-73-ZZ-DR-CE-00002
School Lane The part of School Lane that runs East from Market Square and identified as K46 on the illustrative plans in Schedule 8 to the S106 Agreement	Parameter Plan 002 (only approximate location identified)	BXCR-URS-73-ZZ-DR-CE-00002

2.9 The general location of the Phase 1A (South) infrastructure has been established and approved under the 2014 Permission through the relevant Parameter Plans in the RDSF. The key Parameter Plans are listed below, and the supporting text to the Parameter Plans (Appendix 2 of the RDSF) explains how the limits of deviation apply to the infrastructure:

- **Parameter Plan 002 (Transport Infrastructure)** – identifies the location of the new/improved highway junctions and primary routes; the approximate location of secondary and tertiary routes; and zones for new highway and pedestrian bridges and underpasses (subject to limits of deviation).
- **Parameter Plan 003 (Public Realm and Urban Structure)** – identifies a network of new and existing public spaces and public realm; and routes between them for pedestrians and cyclists.
- **Parameter Plan 006 (Proposed Finished Site Levels)** – shows the proposed finished site levels (in metres AOD) for infrastructure and public realm.

2.10 Parameter Plan 015 (Indicative Layout Plan) illustrates one way in which the BXC development could be configured based on the parameters and principles of the Parameter Plans. RMAs are not required to comply with this plan, provided that they comply with the other parameters. However, this plan does form the base plan for the Reconciliation Process and preparation of an Illustrative Reconciliation Plan (Condition 1.17), which is to demonstrate how the scheme will gradually evolve to a comprehensive development of the whole site within the terms of the parameters and principles approved under the 2014 Permission.

2.11 In response to Condition 1.16, Table 2.4 below provides a summary of the key design requirements applying to Phase 1A (South) which are contained in the RDSF, RDAS and RDG. It also details where Planning Conditions are relevant.

Table 2.4: RDSF, DAS, RDG and Planning Condition Requirements

Infrastructure item	Revised Design Specification and Framework (RDSF) and Parameter Plans (PP)	Revised Design and Access Statement (RDAS)	Revised Design Guidance (RDG)	Key Planning Conditions (where relevant to RMA)
Claremont Park Road (Part 1)	<p>PP 002 and supporting text identify a limit of deviation of +/- 40m for the route (only to the north). Route is defined as a Secondary Route (Street).</p> <p>PP 006 – Proposed new ground level identified for this route (44.00) with limit of deviation of +/- 1m.</p>	Section A5.1 Access (illustrative plans shown)	<p>Section B2.2.2 (with an illustrative street typology and diagram)</p> <p>Section B4.3.2 (public realm and components schedule for streets)</p>	<p>Condition 1.16 (compliance with RDSF, RDAS, RDG)</p> <p>Condition 2.1 (content of RMA)</p> <p>(Plus Condition 20.9 which relates to pre-occupation)</p>
School Lane	<p>PP 002 and supporting text identify a limit of deviation of +/- 40m for the route ('East/West Route') (but given the relatively fixed points at either end of the route, the actual deviation is constrained and cannot be achieved along its full length). Route is defined as a Tertiary Route (Minor Street).</p> <p>PP 003 – Route identified as a main connection. Limit of deviation is as per PP 002.</p>	Section A5.1 Access (illustrative plans shown)	<p>Section B2.2.1 (as part of Whitefield Street) (with an illustrative street typology and diagram)</p> <p>Section B4.3.2 (public realm and components schedule for streets)</p>	<p>Condition 1.16 (compliance with RDSF, RDAS, RDG)</p> <p>Condition 2.1 (content of RMA)</p>

2.12 The RDSF sets out (at paragraph 6.2) the scope of each for each Reserved Matter (layout, scale, appearance, access and landscaping) which will require approval.

2.13 Planning Condition 2.1 sets out more detailed requirements which are also to be considered for each RMA, unless otherwise agreed in writing with the Local Planning Authority. Table 2.5 below shows which of the requirements set out in Condition 2.1 apply to Phase 1A (South) RMA. This has been agreed with LBB prior to the submission of this RMA.

Table 2.5: Details required by Condition 2.1 to support Phase 1A (South) Development

Condition 2.1 - General RMA/OMA Requirements	Required for Claremont Park Road (Part 1)	Required for School Lane	Notes
a) Explanatory Report			
(i) a statement or screening report to demonstrate that the Reserved Matters Application or Other	✓	✓	This Explanatory Report covers this

Condition 2.1 - General RMA/OMA Requirements	Required for Claremont Park Road (Part 1)	Required for School Lane	Notes
Matters Application is in accordance with Condition 1.16			requirement (DSF, Parameters, DAS, DG)
(ii) a statement to demonstrate that the Reserved Matters Applications or Other Matters Application has covered all matters identified in Condition 2.1 as described at paragraphs 6.2, 6.15 and 6.16 of the DSF.	✓	✓	This table, as agreed with LBB, covers this requirement
b) Land Uses			
(i) a statement setting out the proposed land uses and mix of uses in accordance with paragraphs 2.19, 6.26 and Appendix 5 of the DSF and Condition 1.16;	x	x	Not applicable to this RMA as comprises only highway infrastructure
(ii) a statement setting out the affordable housing proposals in accordance with Conditions 1.12 and 1.13 and Schedule 2A to the Initial Planning Agreement).	x	x	Not applicable to this RMA, as comprises only highway infrastructure
c) Layout			
(i) a report detailing how the appropriate internal noise standards, as set out in Condition 29.1 will be achieved;	x	x	Not applicable to this RMA, as comprises only highway infrastructure
(ii) an updated Illustrative Reconciliation Plan which shows the layout of the proposed Building or Buildings and any relevant roads and service areas or associated elements of the Plot Development to which the Reserved Matters Application relates within the context of the previously approved Critical Infrastructure and any other previously approved elements (including the relevant parameters and principles approved under this Permission) in respect of the Development within that Phase, Sub-Phase and Zone and any adjoining Phases, Sub-Phases and Zones.	✓	✓	Submitted under Condition 1.17
d) Scale and Design Standards			
(i) a statement and such accompanying design material as is necessary to demonstrate that the scale of the Reserved Matters Application accords with relevant thresholds principles and parameters described in the Development Specification and Framework, in particular Appendix 10, and the Revised Design and Access Statement and Design Guidelines;	✓	✓	Forms part of this Explanatory Report, supported by general arrangement application drawing (for approval)
(ii) a statement to demonstrate that the design standards for the proposed housing and affordable housing accords with Conditions 1.14, 36.5 and 36.6 and Schedule 2A to the Initial Planning Agreement.	x	x	Not applicable to this RMA, as comprises only highway infrastructure
e) Access			
(i) a statement and such other material as is necessary to demonstrate that such Reserved Matters Application or Other Matters Application accords with the relevant principles and parameters described in the Development Specification & Framework and the Design & Access Statement and reflects the vision and mechanisms set out in the approved Inclusive Access Strategy;	✓	✓	Forms part of this Explanatory Report

Condition 2.1 - General RMA/OMA Requirements	Required for Claremont Park Road (Part 1)	Required for School Lane	Notes
(ii) a statement to demonstrate that any car parking to be provided under the Reserved Matters Application or Other Matters Application conforms to the relevant Phase Car Parking Strategy and the Phase Parking Standards approved under Condition 11.2 and the standards set out in Condition 38.2 (as reviewed in the relevant Transport Reports, if and to the extent that it may be appropriate under Condition 37 in accordance with the relevant Transport Reports), and/or, in the case of residential buildings, will meet the overall reducing targets for car parking provision set out in Condition 38.2 (and any adjustments to those standards contained in that Condition as required in accordance with the relevant Phase Transport Report and/or Reserved Matters Transport Report under Condition 37);	✓	✓	Covered in the submission under Condition 11.2, although no permanent parking is proposed within Phase 1A (South).
(iii) an Individual Travel Plan, where appropriate, for approval in accordance with the Framework Travel Plan (as updated from time to time in accordance with Condition 2.6);	x	x	Not applicable to this RMA, as no built floorspace is proposed
(iv) Details of electric vehicle charging points in accordance with Condition 39.7;	x	x	Not applicable to this RMA, as no car parking is proposed
(v) Details of the relevant bus priority measures to be included within the detailed design of the roads to be modified or constructed within the relevant Phase Sub-Phase or Plot Development in accordance with the parameters and principles shown in Drawing Number 47065005-SK-196 which is referred to in paragraph 3 of Schedule 3 to (and appended at Schedule 8 to) the Initial Planning Agreement;	x	x	Not applicable to this RMA, as no bus services are proposed to use School Lane in Phase 1
(vi) A statement confirming finished floor levels and threshold levels into car parks in accordance with Condition 45.2.	x	x	Not applicable to this RMA, as comprises only highway infrastructure
f) Materials			
For Reserved Matters Applications for the approval of appearance or matters of detailed design where details and samples of materials may be a relevant consideration):			
(i) full details (including samples, where appropriate) of the materials to be used on all external surfaces (which for the avoidance of doubt shall also include hard landscaping) shall be submitted to and approved by the LPA prior to their installation;	✓	✓	Indicative details provided in text form within the submission but final details to be submitted under a condition imposed on the RM approval.
(ii) a statement shall be submitted to and approved by the LPA, which demonstrates compliance with the relevant parameters and principles in relation to the selection of new construction materials, as set out in the Development Specification & Framework (Appendix 8).	✓	✓	Details to be submitted under a condition imposed on the RM approval.
g) Landscaping			

Condition 2.1 - General RMA/OMA Requirements	Required for Claremont Park Road (Part 1)	Required for School Lane	Notes
For Reserved Matters Applications for the approval of appearance or matters of detailed design where Landscaping may be a relevant consideration): (i) Details of Proposed Landscaping Works;	✓	✓	Exact species to be submitted under a condition imposed on the RM approval.
(ii) a statement and such other material as is necessary to demonstrate that such Reserved Matters Application accords with the relevant parameters and principles in the Development Specification and Framework, as well as the relevant design principles described in the Design and Access Statement and the Design Guidelines;	✓	✓	Forms part of this Explanatory Report
(iii) a summary of tree details as specified in Condition 27.1 and 27.2 (ie details of existing features);	✓	✓	Covered in the submission under Condition 27.1 and 27.2.
(iv) Specification for surface changes (both temporary and permanent works);	✓	✓	Specification will be to adoptable standards unless otherwise agreed with LBB. Details to be submitted under a condition imposed on the RM approval.
(v) Post construction landscaping near trees;	✓	✓	Location of proposed trees to be identified on the RMA plans, with details of any post construction landscaping to be controlled by condition on the RM approval.
(vi) Tree planting (storage of trees, site preparation, details of planting pits);	✓	✓	Details of tree planting identified on the RMA plans, with specific requirements and planting specification to be controlled by condition on the RM approval.
(vii) details of proposed green or brown roofs, where appropriate and if necessary an update of the Illustrative Reconciliation Plan described in c (ii) above to show the updated anticipated distribution of green and brown roofs within that phase, or Sub-Phase, required to satisfy the site-wide 10% minimum requirement distributed across the site.	x	x	Not applicable to this RMA, as comprises only highway infrastructure
h) Sustainability			
(i) Sustainability/energy statement and such other material as is necessary to demonstrate that such Reserved Matters Application or Other Matters	x	x	Not applicable to this RMA as comprises

Condition 2.1 - General RMA/OMA Requirements	Required for Claremont Park Road (Part 1)	Required for School Lane	Notes
Application accords with the relevant principles and carbon saving targets identified in Condition 35.1, and 35.2;			only highway infrastructure
(ii) a statement to demonstrate the feasibility of linking into the site-wide CHP network and the District Heating Network as detailed in Condition 35.3;	x	x	Not applicable to this RMA as comprises only highway infrastructure
(iii) details for linking the relevant Phase, Sub-Phase, Plot or Plots into the Vacuum Waste Collection System (where appropriate) if that system is found to be reasonably practicable in the VWCS Feasibility Study as approved in accordance with Condition 1.24;	x	x	Not applicable to this RMA as comprises only highway infrastructure
(iv) Compliance with the Energy Strategy or (if appropriate) the Revised Energy Strategy approved under Condition 35.6.	x	x	Not applicable to this RMA as comprises only highway infrastructure

2.14 The following sections of this report consider the above in more detail and describe the RMA response to the parameters of the 2014 Permission.

3 PHASE 1A (SOUTH) DEVELOPMENT

a) Introduction

- 3.1 The 2014 Permission defines, in Parameter Plans 002 and 003, the general location of key roads and pedestrian/cycle routes (primary and secondary).
- 3.2 Parameter Plan 002 provides a hierarchy of circulation routes applicable to the scheme. Primary routes typically link key access points into the site and key public transport nodes, and are subject to limits of deviation. Parameter Plan 002 also identifies existing adopted highway to be improved, realigned and/or extended. The general location of secondary and tertiary routes is also shown on Parameter Plan 002 with the exact detail to be agreed at the reserved matters stage. The supporting text to Parameter Plan 002 states that Secondary and Tertiary pedestrian and cyclist routes may be combined with vehicular traffic.
- 3.3 The RDG provides street typology descriptions. These typologies are intended to provide a general guide (not a detailed or fixed definition) of the final condition as built and the over-arching character of the streetscape.
- 3.4 Section 5.1 of the RDAS contains accessibility standards for the development. The RDAS states that there is a commitment to follow current good practice standards, including 'Inclusive Mobility' (2005) and BS 8300:2009+A1:2010, which are to be applied to all pedestrian routes where possible (p.160). The RDAS also states that tactile surfaces will be used to warn and guide visually impaired people (p.162).
- 3.5 The BXC Public Consultation Strategy, which was submitted under Condition 1.23 of the 2014 Permission, was approved on 31 March 2015. It covers all phases of development at BXC and sets out the broad principles of consultation for each phase and sub-phase of development depending on the scale and size of each RMA. In accordance with the strategy, and as agreed with LBB, due to the limited scope and extent of the Phase 1A (South), consultation has focused on the highways authorities, as well as planning officers. Accordingly, it has been agreed with LBB that any further

Statement of Community Involvement does not need to be prepared to accompany this Phase 1A (South) RMA.

3.6 The remainder of this section describes the parameters and principles set out in the 2014 Permission that are relevant to each road item that forms part of this RMA and demonstrates technical compliance.

b) Claremont Park Road (Part 1)

i. Requirements for Layout

3.7 The approximate location of Claremont Park Road is shown on Parameter Plan 002 as a 'Secondary Route (Street)' in the Market Quarter Zone which links the Spine Road North with Claremont Avenue/Claremont Road. It is located directly north of Claremont Park. Illustrative Plan BXCR-URS-73-ZZ-DR-CE-00002 that was submitted with the application for the 2014 Permission is relevant for informative/illustrative purposes showing the position of the proposed location of the route within the scheme.

3.8 In Phase 1A (South), the initial part of Claremont Park Road is created, namely, Claremont Park Road (Part 1), which is adjacent to Plots 11 and 12 (as shown on the Indicative Phasing Parameter Plan 029. Claremont Park Road (Part 2), the balance of Claremont Park Road, forms part of Phase 2 South.

3.9 The Reserved Matters Transport Report (at **Appendix 5**) submitted with the Phase 1A (South) RMA sets out existing site information in relation to public transport, pedestrians and cyclists; examines the baseline transport networks and existing data on transport modes; details the development proposals for Phase 1A (South) and potential impacts on road and public transport users and relates this information to the phased transport strategy.

3.10 Section B2.2.2 of the RDG identifies that Claremont Park Road (Part 1) will be utilised by vehicular traffic as well as incorporating a strategic cycle routes running east west. The road will be tree lined, with potential illustrative street parking to serve the adjacent residential areas indicated.

3.11 In accordance with the parameters, and as detailed on the plan in **Appendix 1**, Claremont Park Road (Part 1) will run between the junction with Claremont Avenue and Claremont Road in the east and

the western extent of Plot 12 in the west – approximately 160 metres. It is proposed to be a two-way, single carriageway road, of 4.8m width plus 1.5m advisory cycle lanes on either side.

- 3.12 A temporary turning head will be provided at the western extent of Claremont Park Road (Part 1). This is because Claremont Park Road (Part 2) will not be delivered until Phase 2 South. In the interim, the turning head will provide a space for larger vehicles (up to a 12 metre rigid vehicle) to turn and exit the road in a forward gear.
- 3.13 Cycle lanes and pedestrian footways connect to the cycle provision shown under Phase 1A (North) at the junction with Claremont Avenue. Raised tables are shown indicatively to align with the pedestrian routes from Claremont Park. These are also intended to align with future accesses to residential plots immediately to the north, however, as these do not form part of this application the precise location and design of the raised tables is to be defined at a later stage. Raised tables have been chosen as speed reduction measures whilst also providing step-free access for pedestrians across Claremont Park Road.
- 3.14 The provision of car parking on Claremont Park Road (Part 1) is not a requirement, and none has been provided in order to avoid potential future conflict between vehicles and cyclists using the advisory cycle lanes which have been proposed on this route.
- 3.15 Secondary Routes (Streets) are identified in the supporting text to Parameter Plan 002 as acting as distributor roads within the site. The explanatory text confirms that Claremont Park Road (Part 1) is subject to a limit of deviation of +/-40m, although the location of this route is constrained by the extent and location of Claremont Park (Ref NH2 on Parameter Plan 003) to the south.
- 3.16 As identified on the illustrative plan at **Appendix 3** the proposed route is within the +/- 40m limit of deviation as identified on Parameter 002.
- 3.17 The explanatory text to Parameter Plan 002 also states that Secondary Routes will have a maximum building line to building line width of 21m and a minimum of 11m, of which pedestrian footways will be a minimum of 2m wide.

3.18 The proposed Claremont Park Road (Part 1) currently complies with the minimum and maximum parameters for the building to building dimension in relation to the width of the street. It is proposed that a 2.5m footway is provided to the south, on the boundary of Claremont Park (details of which were approved as part of Phase 1A (North)), while to the north, a 4m footway is provided.

ii. Requirements for Access

3.19 Claremont Park Road (Part 1) is identified on Parameter 003 as being a main connection, which forms part of the principal circulation corridors for pedestrians and cyclists. The standards within BS 8300, Manual for Streets and Inclusive Mobility should be applied to the route where possible (RDAS p.158).

3.20 The route has been designed in accordance with the accessibility standards for the development (Section A5.1 of the RDAS) and is at a gradient shallower than 1:20.

iii. Requirements for Appearance, Materials and Landscaping

3.21 Section 4.3.2 of the RDG contains a component schedule which provides a list of aspects to be considered relating to planting, surfacing material, street furniture, public art and water features, threshold treatments, edge treatments and facilities to inform the design of the street.

3.22 The schedule identifies separate road and footway levels with kerb, the cycle route to be on road level, tarmac to the vehicle corridor, and stone or concrete pavers for the footway.

3.23 In relation to the materials to be utilised along the route, these will be specified in accordance with adoptable standards, and details will be provided as part of the technical approval process in consultation with LBB and TfL. The location of proposed trees has been identified on the RMA plans, along with setting-out details; specification for planting pits; minimum standards for species selection and tree stock; details of tree supply, storage, planting and aftercare and details of the timing of planting. The precise location and details of trees is to be controlled by condition to any Reserved Matters approval granted.

iv. Conclusion in Relation to Claremont Park Road (Part 1)

3.24 The proposed route is in accordance with the parameters and principles described in the 2014 Permission.

c) School Lane

i. Requirements for Layout

3.25 The approximate location of School Lane is shown on Parameter Plan 002 as a 'Tertiary Route (Minor Street)' in the Eastern Lands Zone which provides a link from Market Square and Claremont Avenue (at the junction with High Street South) in to the Eastern Lands. Illustrative Plan BXCR-URS-73-ZZ-DR-CE-00002 that was submitted with the Section 73 application is relevant for informative/illustrative purposes showing the position of the proposed location of the route within the scheme.

3.26 The supporting text to Parameter Plan 002 states that Minor Streets will serve a more localised function and will generally have a 'home zone' character designation where the use of shared surfaces for vehicles and pedestrians will be encouraged.

3.27 Section B2.2.1 of the RDG states that Whitefield Street, which is part of the east/west link which incorporates School Lane, is a neighbourhood high street that is more tranquil than the other high streets. It also states that the street may have a shared surface that will reinforce its purpose as a pedestrian promenade, a public transport route and the primary connection for pedestrians between Market Square and Brent Cross Underground Station via a new pedestrian bridge across the A41.

3.28 The Reserved Matters Transport Report (at **Appendix 5**) submitted with the Phase 1A (South) RMA sets out existing site information in relation to public transport, pedestrians and cyclists; examines the baseline transport networks and existing data on transport modes; details the development proposals for Phase 1A (South) and potential impacts on road and public transport users and relates this information to the phased transport strategy.

3.29 In accordance with the parameters, and as detailed on the plan in **Appendix 2**, School Lane will link Claremont Avenue (at the junction with High Street South (East Works)) in the west to the existing Claremont Road.

- 3.30 School Lane is to provide general vehicle access in the interim Phase 1 state, and will connect with the existing Claremont Road until the wider scheme is implemented. Some previous consideration has been given to School Lane being a bus-only route (including vehicles for access purposes) at end-state (for example, in the BXC Transport Model used to underpin the Section 73 application and in the Phase Transport for Phase 1). At this stage, until the remainder of the Eastern Lands is developed, particularly the delivery of Whitefield Avenue, this route is designed for all vehicles (as modelled in the Detailed Design Model used in support of the Phase 1A (North) RMA), but this does not prevent it being altered to bus-only in the future if required.
- 3.31 The carriageway is therefore to be 6.4m wide in line with TfL guidance to allow buses to pass, as shown on the plan in **Appendix 2**. Footways are provided on both sides of School Lane, with a segregated cycle track provided between the carriageway and the southern footway. The cycle track is to be 3m wide in line with guidance in TfL's London Cycle Design Standards (LCDS) and facilities provided within Phase 1A (North), with a 0.5m strip between track and carriageway.
- 3.32 Bus stops are shown indicatively on the proposed layout, as details of the proposed end-state bus routing are yet to be determined. At the illustrative bus stop locations, a pedestrian crossing level with the footway provides a means of crossing the cycle track to the bus stop island, which will be suitably sized – final details will be provided at a later date.
- 3.33 School Lane is part of the 'east/west route' which is subject to a deviation of +/-40m, but given the relatively fixed points at either end of the route, the actual deviation is constrained and cannot be achieved along its full length. Parameter Plan 006 shows the proposed finished site levels with a Limit of Deviation of +/- 1m for infrastructure and public realm.
- 3.34 As identified on the illustrative plan at **Appendix 3** the proposed route is within the +/- 40m limit of deviation as identified on Parameter Plan 002. Also, the proposed finished site level is with the +/- 1m limit of deviation as identified on the illustrative plan at **Appendix 4**.
- 3.35 The explanatory text to Parameter Plan 002 states that Minor Streets will have a maximum building line to building line width of 21m and a minimum of 10m, of which pedestrian footways will be a minimum of 2m wide.

3.36 The route currently complies with the minimum and maximum parameters for the building to building dimension in relation to the proposed width of the street. The northern footway on School Lane is proposed to be 4m wide including landscaping, while the southern footway is to be 3m wide including landscaping, (and will incorporate a 2m wide footpath).

ii. Requirements for Access

3.37 School Lane is identified on Parameter Plan 003 as being a main connection, which forms part of the principal circulation corridors for pedestrians and cyclists. The standards within BS 8300, Manual for Streets and Inclusive Mobility should be applied to the route where possible (RDAS p.158).

3.38 The route has been designed in accordance with the accessibility standards for the development (Section A5.1 of the RDAS), and is at a gradient shallower than 1:20.

iii. Requirements for Appearance, Materials and Landscaping

3.39 Section 4.3.2 of the RDG contains a component schedule which provides a list of aspects to be considered relating to types of planting, surfacing material, street furniture, public art and water features, threshold treatments, edge treatments and facilities to inform the design of the route.

3.40 The schedule identifies the route as a shared surface, the cycle route to be on footway level and the material to be small unit pavers, either stone, brick or concrete.

3.41 In relation to the materials to be utilised along the route, these will be specified in accordance with adoptable standards, and details will be provided as part of the technical approval process in consultation with LBB and TfL. The location of proposed trees has been identified on the RMA plans, along with setting-out details; specification for planting pits; minimum standards for species selection and tree stock; details of tree supply, storage, planting and aftercare and details of the timing of planting. The precise location and details of trees is to be controlled by condition to any Reserved Matters approval granted.

iv. Conclusion in Relation to School Lane

3.42 The detail design of the route is compliant with the parameters and principles described in the 2014 Permission.

4 SUSTAINABILITY AND ENERGY

- 4.1 The proposals for the redevelopment of BXC are founded on a variety of sustainability features which will guide the implementation of the scheme which are categorised in the RDSF as being provided site-wide (the most pertinent of which are summarised in Tables 8 and 9 of the RDSF).
- 4.2 As Phase 1A (South) comprises items of road infrastructure, there are limited sustainability and energy components to be considered in the Reserved Matters Application. The proposals will incorporate relevant site-wide and individual site sustainability requirements.
- 4.3 In terms of the latter, this will involve implementing a Construction Environmental Management Plan, following the Code of Construction Practice, registering each contract under the Considerate Constructors Scheme and following guidance on the use of construction materials. As per the details submitted under Condition 1.24 it is not considered that a Vacuum Waste Collection System is feasible or appropriate for the Southern Development.

5 ENVIRONMENTAL COMPLIANCE

- 5.1 The 2014 Permission was subject to an Environmental Impact Assessment (EIA) process undertaken in line with The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 and were reported in the Environmental Statement (ES) dated October 2013 (BXC02). Subsequently, a Revised ES Further Information Report (Revised ES FIR) was submitted in June 2015 to accompany the Phase 1A (North) RMAs. The Revised ES FIR provides additional information pursuant to the Section 73 ES (2014 Permission) where new baseline information was available and where detailed design of Phase 1A (North) provided further information which altered the likely significant impacts and mitigation previously reported.
- 5.2 The Phase 1A (South) RMA proposals have been reviewed and considered from an EIA perspective by Waterman who conclude that the proposals for Phase 1A (South) do not give rise to any additional likely significant environmental impacts.
- 5.3 The Environmental Compliance Note is attached at **Appendix 6**.

6 CONCLUSIONS

- 6.1 This Explanatory Report demonstrates that the RMA details for the Phase 1A (South) development is in accordance with the relevant parameters, principles and other controls included in the 2014 Permission.