

Our Ref: PM/JLE0290
Your Ref:

E-mail: murphyp@rpsgroup.com
Date: 22nd May 2009

Nicola Capelli
London Borough of Barnet
Planning Department
North London Business Park
Oakleigh Road South
London N11 1NP

Dear Nicola

BRENT CROSS CRICKLEWOOD
PLANNING APPLICATION REF NO: C17559/08

I write on behalf of the BXC Development Partners in respect of the above planning application.

As you will be aware the Development Partners responded to the Council's Regulation 19 request on the 31st March 2009. It has since come to our attention that a number of minor, mainly typographical, errors occurred in the finalisation of the documentation. As such please see attached Revision 3 of the List of Errata which identifies these points.

In addition, I would also like to draw the following to your attention.

1. Highway Plans

The Development Partners have recently undertaken close liaison with the Highway Authorities over the detailed layout of the strategic access points into the application site. To this end you will be aware that the Highway Agency wrote to you on the 19th May expressing their support for the scheme.

As a result of these discussions minor changes have been made to a handful of plans. A brief explanation of the changes is provided below:

- 100/1005 Rev E – Incorporated Stage 1 Road Safety Audit comments (including destination road markings, arrow road markings, traffic signal heads, etc) following meeting with Highway Agency/TfL;
- 100/1006 Rev G – Incorporated Stage 1 Road Safety Audit comments (including destination road markings, arrow road markings, traffic signal heads, etc) following meeting with Highway Agency/TfL;
- 100/1011 Rev F – Added proposed bridge structures, incorporated Stage 1 Road Safety Audit comments, M1 Southbound slip road to follow existing alignment;
- 100/1012 Rev F – Added proposed bridge structures, incorporated Stage 1 Road Safety Audit comments, M1 Southbound slip road to follow existing alignment;
- 100/1013 Rev F – Added in proposed bridge structures, incorporated Stage 1 Road Safety Audit comments, M1 Southbound slip road to follow existing alignment;
- 100/1017 Rev E - Minor change to the Northbound stop line and the traffic signals on A5 were moved south 2 metres;
- 100/1019 Rev E - Staggers increased at three pedestrian crossings on A5 and across Link Road;

- 100/1023 Rev C – Modified road markings on Claremont Road and added in RTS facility at Cricklewood Station following meeting with LB Barnet/TfL;
- 100/1024 Rev D – Minor changes made to the Westbound lane configuration and staggered pedestrian crossing provided on Cricklewood Lane; and
- 100/1029 Rev B – Incorporated Stage 1 Road Safety Audit comments, M1 Southbound slip road to follow existing alignment; and
- 100/1000 Rev G – the above changes were made to this key plan.

In view of the above, and given that the alterations do not impact upon the geometry or engineering characteristics of the junction, the changes are considered minor. Please find attached 4 copies of these plans which are to be substituted for those in the Revised Addendum to the Drawings & Plans document (March 2009).

These plan references are listed in the following documents:

- Revised Schedule 6 (March 2009) of the Application Forms, Certificates and Agricultural Holding Certificate;
- Appendix 1 of the Revised Development Specification & Framework (March 2009); and
- Appendix 3 of the Revised Development Specification & Framework (March 2009)

Please therefore see attached 4 updated copies of each to be inserted into the respective documents.

The plans are also referenced in the Transport Assessment Supplementary Report II and the Environmental Statement, and as such the necessary updates have been made to the List of Errata Rev 3 attached to this letter.

2. Framework Servicing & Delivery Strategy

Appendix 2/15 of the Transport Assessment Supplementary Report II included the Framework Servicing & Delivery Strategy. The document has since been updated in track changes to reflect comments from the Highway Authorities. The minor updates include reference to the Servicing & Delivery Manager, confirmation of the local Freight Quality Partnership and clarification of the monitoring strategy. As such 4 copies of the updated strategy are attached.

3. Other

Finally, it should be noted that the 8th bullet on Page 53 of the 'Regulation 19 Response' (in respect of paragraph rrrr.4) should be considered altered to read '~~Step free access~~ forecourt improvements at Brent Cross Underground and Cricklewood Stations'. As clarified in the specific step free access question on Page 84 (Ref No: kkkkkkkk.), step free access is delivered in illustrative Phase 2, rather than Phase 1.

Finally, you will be aware that the Development Partners are in on-going discussions with your colleagues regarding the Transport Matrix. These discussions are likely to require a slightly updated version of Appendix 14 to the Development Specification & Framework to be substituted. I hope that this will be finalised and issued at some point next week.

I trust the above is clear, but please do not hesitate to contact me if you wish to discuss the matter further.

Kind regards

Yours sincerely

PHILIP MURPHY
Associate

Enc.