

2. Description of Phase 1B (North) RMA

2.1. Introduction

- 2.1.1 This Chapter presents a description of the various components of Phase 1B (North) that are now subject to an RMA. This description of the Phase 1B (North) RMA supplements that of Chapter 2: Vision for the Site presented in the s73 ES which described the 'EIA development' in its entirety, and this description of the Phase 1B (North) RMA forms the basis of this Report.
- 2.1.2 An overview of the consented Scheme, as defined by the 2014 Permission, is also provided, however a detailed description of the Scheme, as defined by the 2014 Permission, is not provided as this remains consistent with that of the s73 ES, unless otherwise stated.
- 2.1.3 The Phase 1B (North) RMA is accompanied by a Design Development Report (DDR) which has been referred to in the preparation of this Chapter together with relevant planning application drawings, a selection of which accompany this Chapter as detailed in **Table 2.1**. The selection of drawings is provided in **Volume 2** of this Report.

Table 2.1: Planning Drawings applicable to Phase 1B (North) RMA

Drawing Reference	Title
08069-CTA-EN-010-DR-A-20102	Energy Centre Plot 101 GA Plan Level 01
08069-CTA-FN-010-DR-A-20603	Fenwick Over-clad Walkway Bridge Link Level 01
08069-CTA-WC-ZZZ-DR-A-20201	Plot 110/111 West Car Park GA Plans – Ground Floor Level and Level 01
08069-CTA-EC-000-DR-A-20702	Plot 105 East Car Park GA Plan – CP01 Ground Floor Plan
08069-CTA-RN-000-DR-A-20801	Plot 113 Residential GA Plan - Ground Floor
08069-CTA-SB-010-DR-A-20403	South Building (Bus Station) Plot 103 GA Plan Level 01 (CP-01)
08069-CTA-SB-010-DR-A-20412	South Building East Plot 104 Level 01
08069-CTA-SB-LG0-DR-A-15501	Bus Station Layout GA Plan
08069-CRL-SW-XXX-DR-P-10020	Masterplan – Context and Site Plan
08069-CRL-SW-010-DR-P-11003	Masterplan – GA Plan – Level 01
08069-CRL-EB-010-DR-P-12153	Existing Building Refurbishment - Zone EB – GA Plan – Level 01
08069-CRL-HA-XXX-DR-P-20101	Plot 109 Hotel Building – GA Plan – Ground Level
08069-CRL-SD-010-DR-P-12016	Southern Department Building – GA Plan – Level 01
08069-CRL-NB-010-DR-P-12405	Plot 6 Park Street and High Street North – Zone NB – GA Plan – Level 01
08069-CRL-NB-010-DR-P-12406	Plot 6 Park Street and High Street North – Zone NB – GA Plan – Level 01
08069-CRL-NB-010-DR-P-12132	Plot 107/108 Main Square – Zone NB - GA Plan – Level 01
08069-CRL-NB-010-DR-P-12303	Plot 107/108 Western Retail Building – Zone NB - GA Plan – 06 – Level 01
1065-15-001B	Landscape GA Key Plan
1065-03-041C	Brent River GA Key Plan
1065-14-001J	Sturgess Park Landscape GA
1065-14-201A	Sturgess Park Planting Plan

Drawing Reference	Title
1065-16-004C	Plot 113 Landscape GA
1065-16-201B	Plot 113 Planting Plan

2.2. The 2014 Permission

- 2.2.1 The Applicant is seeking reserved matters approval for all elements of Phase 1B (North) in line with the 2014 Permission. The Phase 1B (North) proposals within this RMA are in line with the parameters and principles of the 2014 Permission except as follows:
- Approval is being sought for a minor increase to the overall provision of retail and related uses (A1-A5) floorspace via a s96A application to amend the 2014 Permission and a submission under planning conditions 2.4 and 2.5 to amend the Revised Development Specification & Framework (RDSF) and Revised Design and Access Statement (RDAS) where necessary; and
 - Approval is being sought under planning conditions 2.4 and 2.5 for minor deviations to the approved parameter plans for Phase 1B (North).
- 2.2.2 Further commentary on the above is provided in **Chapter 4: Approach to the Phase 1B (North) FIR**.
- 2.2.3 The overall vision of the area is outlined in the RDSF and is centred on the BXC Scheme creating a new gateway for London and a vibrant urban area for Barnet. The Scheme would be at the centre of a new mixed-use town centre developed on both sides of the A406 North Circular Road, along a new high street, known as High Street North.
- 2.2.4 The overall floorspace and land use mix for the Scheme, as defined by the 2014 Permission, is presented in **Table 2.2** for reference.

Table 2.2: 2014 Permission Consented Floorspace

Floorspace Class	Total m ²
Residential (Class C3) (approx. 7,550 units) of which a maximum of 750 units can be special needs (Class C2), student housing (<i>Sui Generis</i>) or sheltered accommodation (Class C3)	712,053
Retail and Related Uses North of A406 (Classes A1, A2, A3, A4 and A5)	78,133
Of which the net addition of Comparison Retail (Class A1)	55,000
Retail and Related Uses South of A406 (Classes A1, A2, A3, A4 and A5)	32,794
Business (Class B1)	395,297
General Industrial/Storage & Distribution inc. Waste Handling Facility and Rail Freight (Classes B2, B8 and <i>Sui Generis</i>) (of which 6,500sq.m may be used within Use Classes B1, B2 and B8 as small units)	61,314
Hotel (Class C1)	61,264
Leisure (Class D2)	26,078
Private Hospital (Class C2)	18,580
Community Facilities (Class D1)	34,615
Rail & Bus Stations (<i>Sui Generis</i>)	2,533
Petrol Filling Station (<i>Sui Generis</i>)	326

- 2.2.5 However, as outlined above, approval has since been sought for an increase to the overall provision of retail and related uses (Classes A1, A2, A3, A4, and A5) North of the A406, with an increase of 4,192m² of additional Class A1 to A5 floorspace now proposed, resulting in a total of 82,325m² rather than the 78,133m² set out in **Table 2.2** above. These amendments are the

subject of a s96A application and applications under Conditions 2.4 and 2.5 of the 2014 Permission as outlined above.

- 2.2.6 The Illustrative Masterplan included within the RDSF of the 2014 Permission presented one way in which the Scheme could be delivered within the controls and constraints of the 2014 Permission. The 2014 Permission is also subject to a series of Illustrative Phasing Plans which identify those elements of the Scheme which fall within the separate phases / sub-phases. **Figure 2.1** shows the illustrative Phase 1B (North) elements of the Scheme and **Table 2.1** identifies key drawings which show the proposed details of Phase 1B (North).
- 2.2.7 The Site is divided into Development Zones which relate to the character of each area (as shown on **Figure 2.2**). The Development Zones are unaffected by the Phase 1B (North) RMA but are set out below as they are referred to in the RDSF:
- **Brent Cross East** - Mixed use development including retail, residential, business, leisure in addition to community facilities and enhanced public transport facilities.
 - **Brent Cross West** - A mainly residential development configured around a realigned River Brent.
 - **Market Quarter** - Mixed use development, principal land uses include retail with residential uses. The Zone also includes hotel accommodation and community facilities, including leisure floor space.
 - **Eastern Lands** - Mixed use development comprising an education campus, private health care facilities, in addition to business and retail use and residential units.
 - **Station Quarter** - A new mainline railway station and business floorspace. The Zone also includes residential, retail and leisure uses.
 - **Brent Terrace** - New residential development with retail and education facilities.
 - **Railway Lands** - Primarily industrial development including the Rail Freight and Waste Handling Facility and some business use.
 - **Cricklewood Lane** - Mixed use development including residential, retail and healthcare facilities, in addition to improvements to Cricklewood Railway Station.
 - **Clitterhouse Playing Fields** - Improved and enhanced existing open space, including dual use education and community facilities.
- 2.2.8 The Phase 1B (North) RMA falls entirely within the area shown as Brent Cross East (BXE) on **Figure 2.2**.
- 2.2.9 The s73 ES and key planning documents relating to the 2014 Permission have been referred to in the preparation of this Report. These include (but are not limited to):
- RDSF (**BXC01**) (as updated);
 - Revised Design and Access Statement (RDAS) and Revised Design Guidelines (**BXC03**);
 - Consolidated Transport Assessment (**BXC05**);
 - Revised Public Realm and Open Space Strategy (**BXC07**);
 - Revised Environmental Sustainability Statement (**BXC08**);
 - Addendum to the Construction Impact Assessment (**BXC21**) (as further updated by a CIA Addendum Technical Note presented in **Appendix 2.1**);
 - Planning Conditions of the 2014 Permission; and
 - Section 106 Agreement related to the 2014 Permission.

- 2.2.10 The above documents with BXC references are available for download at <http://brentcrosscricklewood.com/planningapps>.
- 2.2.11 Other EIA Documents submitted subsequent to the s73 ES, and outlined in paragraph 1.3.2 of **Chapter 1: Introduction** ('the EIA Documentation') have also been referred to where relevant in the preparation of this Report. These are identified in the relevant technical chapters of this Phase 1B (North) FIR.

2.3. Overview of Phase 1B (North) RMA

2.3.1 The Scheme as per the 2014 Permission is divided into Development Phases which relate to the sequencing of demolition and construction work across the Scheme, and which are depicted on the Illustrative Phasing Plans referred to above (and shown in **Figure 2.2**). Individual elements of the Scheme have each been assigned to an appropriate Development Phase which considers the timing of demolition and construction of each element to ensure infrastructure is in place prior to new residents or users occupying the Site and to ensure compliance with the planning conditions of the 2014 Permission. The extent of the Phase 1B (North) Development Phase is shown illustratively on **Figure 2.1**.

2.3.2 Phase 1B (North) is described in further detail as follows:

- **Phase 1B (North) (Infrastructure):** replacement Brent Cross Bus Station. The replacement Brent Cross Bus Station is to be located at the location marked "T2" on Parameter Plan 002 of the RDSF and is depicted as "K20" on **Figure 2.1**. This will replace the existing Brent Cross Bus Station.
- **Phase 1B (North) (Open Spaces / Public Realm / Threshold Spaces):** The parameters and principles of public realm and open spaces within the Scheme were defined by the RDSF and by Parameter Plan 003. A Revised Public Realm and Open Space Strategy (BXC07) also accompanied the s73 Application. The focus of development in BXE is around the creation of a covered pedestrianised High Street North which contributes to the conversion of Brent Cross from an inward-looking shopping centre to part of an outward looking town centre. The western end of the High Street is to be anchored by a new multi-layered urban square of approximately 0.35 ha known as Brent Cross Main Square, the location of which is identified as 'M3' on Parameter Plan 003 and which is depicted as "K31" on **Figure 2.1**.

A number of new areas of Public Realm and Open Space are to be provided as part of Phase 1B (North). These include key Threshold Spaces including Fenwick Place, Tempelhof Circus, and Layfield Place. Fenwick Place is approximately 0.16ha and is to be provided in the location marked "S8" on Parameter Plan 003; Tempelhof Circus is approximately 0.05ha and is to be provided in the location marked "S9"; and Layfield Place is approximately 0.1ha and is to be provided in the location marked "S10". These areas are identified as K48 on **Figure 2.1**.

The Eastern Brent Riverside Park and Western Brent Riverside Park are new parks to be provided adjacent to the realigned River Brent identified on Parameter Plan 011 (locations "K33" and "K41" on **Figure 2.1**). The Eastern Brent Riverside Park is located between the A41 Hendon Way and the western edge of the eastern roundabout on the realigned Prince Charles Drive. The Western Brent Riverside Park is located between the north eastern edge of the M1 slip road located at the junction of the M1 / A406 North Circular and the western roundabout on the realigned Prince Charles Drive.

River Brent Nature Park (NP4) is a new nature park of approximately 0.27 ha to be provided alongside the River Brent in the approximate location marked "NP4" on Parameter Plan 003 (location "K32" on **Figure 2.1**).

Sturgess Park is located to the north west of the Shopping Centre and is identified as ‘NH4’ on Parameter Plan 003 (location “K36” on **Figure 2.1**). The existing Sturgess Park is to be retained and enhanced including new formal play facilities, seating areas, gardens, informal sports provision and nature areas. The park will be provided within an area of 0.7ha.

- **Phase 1B (North) (Development Plots):** comprise a series of development plots to the south, west and east of the existing Brent Cross Shopping Centre, known as the New Town Centre, centred around High Street North, the Park and Brent Cross Main Square (the plots are labelled individually by plot number on **Figure 2.1**). The plots will contain a mix of uses including retail, leisure, food and beverage, hotel, and community floorspace, in addition to an energy centre. Residential development will be located on Plot 113. The Development will be supported by multi-storey car parks and the enhanced replacement bus station, in addition to a riverside walkway adjacent to the realigned River Brent. Refurbishment works are also proposed within the existing Brent Cross Shopping Centre, such as reconfiguring existing retail units, removal of the existing mall roof lights and replacement with new features, renewal and replacement of mall floor finishes, increasing the height of existing shopfronts and external alterations to the exterior of the shopping centre where it meets the new plots.

2.3.3 Each of the elements above form part of the Phase 1B (North) RMA and are subject to an **Explanatory Report** produced by the planning consultants Quod, which sets out the content and detail of the RMA and demonstrates conformity of the detailed design with the parameters and principles described in the RDSF, including Parameter Plans, Design and Access Statement (DAS) and Design Guidelines (DG) (as amended).

2.3.4 The floorspace breakdown for the different land uses proposed within the Phase 1B (North) RMA is summarised in **Table 2.3**.

Table 2.3: Phase 1B (North) Proposed Floorspace

Land Use	Proposed floorspace m ² (GEA)
Retail Uses (Class A1 – A5)	82,325
Hotel and Conference	11,845
Community Uses	953
Leisure Uses	14,534
Residential	5,012
Bus Station	27
Total	114,696

2.4. Construction

Demolition

2.4.1 Demolition works will be undertaken in Phase 1B (North) as authorised by the 2014 Permission and assessed within the s73 ES. Only limited demolition will occur within Phase 1B (North), comprising the removal of service yards (and their adjacent structures), the existing bus station and works to the existing shopping centre to facilitate the integration of the existing centre with the new buildings. This includes demolition works to the existing John Lewis Partnership (JLP) store, Malls 1 and 3 and West Court. **Figure 2.3** shows the proposed areas within the existing shopping centre that would be demolished.

Construction

- 2.4.2 The construction phase of the Scheme is defined by the Indicative Construction Programme (ICP). The ICP formed part of the s73 ES. A Construction Impact Assessment (CIA) Addendum (2013) also formed part of the s73 Application ('BXC 21'). This document is largely qualitative and focuses on the distance of sensitive receptors to construction works and the duration of the works.
- 2.4.3 Since the preparation of the s73 ES and subsequent EIA Documentation, the ICP has been further updated to take account of changes to the construction programme for Phase 1 (North) and minor amendments to Phase 1 sub-phases. A Technical Note to accompany the 2013 CIA Addendum has also been prepared to address these changes (refer to **Appendix 2.1**). More detail is provided in **Chapter 4: Approach to the Phase 1B (North) Further Information Report**. It should be noted that the ICP will be updated fully as part of forthcoming applications for subsequent phases of the BXC Site.
- 2.4.4 The updates to the ICP are presented in an Interim ICP Update appended to the CIA Addendum Technical Note provided in **Appendix 2.1**, and relate mainly to the following:
- Timing of the Scheme commencement and delivery of individual items for Phase 1B (North);
 - Re-phasing of certain elements between sub-phases within Phase 1 as a result of a resolution to grant a submission under Condition 4.2 (ref: 16/7489/CON);
 - Sequence of the construction activities; and
 - Timing of peak occurrences of construction activities.
- 2.4.5 The following sub-headings are taken from the CIA Addendum (BXC21) of the s73 Application. It is indicated below where construction information remains valid as per the 2014 Permission, and where there have been changes in circumstances that have been taken into account in preparing this Phase 1B (North) FIR. An indication is also provided where further information is to be provided to discharge pre-commencement planning conditions.
- Land Take – this all remains the same as per the s73 Application.
 - Transportation Requirements – access requirements remain as per the s73 Application for the construction period.
 - Indicative Construction Programme (ICP) – the construction programme and phasing have altered since the s73 Application with several changes. These changes are as follows:
 - Plots 53 and 54 have moved forward into sub-phase 1A (North) from Phase 1C.
 - Six items of critical infrastructure (comprising four items of highway infrastructure and two open spaces - Clitterhouse Playing Fields (Part 1) and Claremont Park) have been moved from Phase 1A (North) to Phase 1B (South). These were the subject of an ES Addendum dated November 2016 (this document forming part of the EIA Documentation as defined in **Chapter 1: Introduction**). London Borough of Barnet's (LBB) Planning Committee resolved to grant approval on 22nd February 2017.
 - The construction programme for Phase 1 (North) has been revised within the Interim ICP Update, with commencement of works now programmed for Q2 2018 rather than 2016 as originally envisaged. This has consequential implications for the completion of the Phase 1 (North) works (now scheduled for 2023 rather than 2021 – except for Plot 109 which is now scheduled for completion in 2024 and Plot 113 which is now scheduled for completion in 2027) and there have also been some changes to the duration and timings of specific elements within Phase 1.

- Infrastructure ‘Triggers’ - these remain as per the s73 Application, save for the changes resulting from the re-phasing submissions.
- Global Remediation Strategy – remains as per Appendix 13 of the RDSF for the s73 Application with the addition of the remediation zoning submitted under Planning Condition 31.1 for Phase 1A (North) and Phase 1B (North), in addition to the Phase 1A (North) sub-phase specific remediation strategies undertaken by AECOM to discharge Pre-Commencement Planning Condition 31.2 of the 2014 Permission and which were submitted with the Phase 1A (North) FIR.
- Code of Construction Practice – remains as per the draft in Appendix 12 of the RDSF for the s73 Application.
- Construction Traffic Management Plan – is a requirement under Planning Condition 12.1 of the 2014 Permission.
- Construction Environmental Management Plan (CEMP) – is a requirement under Planning Conditions 8.3 and 28.1 of the 2014 Permission.
- Demolition and Site Waste Management Plan – is a requirement under Planning Condition 28.2 of the 2014 Permission.

2.5. Intermediate Years Description

- 2.5.1 The description of intermediate years (i.e. three snapshot years between the commencement and completion of the Development) as defined by the s73 ES is altered by the Interim ICP Update.
- 2.5.2 **Chapter 20: Intermediate Years** describes the Scheme at three snapshots of time over the course of the Interim ICP Update (2020, 2023 and 2029). It describes which elements of the Scheme are under construction or have been completed during the three intermediate years. Tables 20.1 and 20.2 in **Chapter 20: Intermediate Years** replace Tables 2.17 and 2.18 of the s73 ES.
- 2.5.3 The assessment of the Intermediate Years as presented in Chapter 20 of the s73 ES and other EIA Documentation has been reviewed and updated where necessary to reflect the outcome of the technical studies and the detailed design of Phase 1B (North) RMA, and also taking into account the Interim ICP Update contained within **Appendix 2.1** to this Phase 1B (North) FIR.