

Brent Cross Cricklewood Section 73 Planning Application
October 2013

BXC13 — Estate Management Strategy Addendum



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Introduction

1. As part of the application which led to the 2010 Permission, the Development Partners included an Estate Management Strategy (BXC13) that set out the high level principles for how a range of public and shared spaces were to be managed and maintained. This included spaces such as parks, roads and bridges as well as community facilities.
2. The 2010 Permission contains a condition (Condition 7.1) that requires the production of an Estate Management Framework (EMF) in accordance with principles in the Development Specification & Framework (BXC1) and Section 106 Agreement. The specific principles of the EMF were set out in Schedule 21 of the S106.
3. These included the broad structure of a potential management body or bodies, potential sources of funding, the need for effective partnership with other bodies established as part of the planning application and some principles about the adoption of roads and the ownership, management and funding of open space, schools, libraries and other community facilities.
4. It is anticipated that a similar condition will be imposed on any Section 73 permission and therefore that an Estate Management Framework will be produced in due course before the development commences.

Draft Scope of Condition 7.1

5. It is proposed that the scope of the EMF will broadly reflect the previously agreed scope, structure and principles, including:
 - i) Management Structure – define the phases and areas to be managed (eg Brent Cross Shopping Centre, Office District and Railway Lands); set out the membership and remit of the body or bodies that will undertake estate management; establish how separate bodies will work together and/or with an overall estate management body
 - ii) Funding – identify sources of sustainable funding whilst recognising the need for affordable service charges
 - iii) Roads and bridges – identify which roads will be subject to the EMF (and in the event of there being more than one, to which EMF)
 - iv) Open space – identify which open spaces fall within which EMF; who will own and manage them
 - v) Community facilities – identify which will be owned and managed under which EMF

6. This will recognise that some elements of the EMF will not be known at the time that the first EMF needs to be agreed. For example, some of the organisations that will take responsibility for key aspects of delivery and management in later phases will not be known. There is therefore a need for flexibility to allow the condition to be discharged and enable Reserved Matters Applications to come forward. There may therefore need to be elements that are linked to phases of development.

PREFACE

This Estate Management Strategy Addendum has been prepared by Quod to support a planning application under Section 73 of the Town and Country Planning Act 1990 for planning permission for the regeneration of Brent Cross Cricklewood without complying with conditions attached to Planning Permission Ref No: C/17559/08 (“the 2010 Permission”) granted on 28 October 2010. The primary purpose of the application is to make adjustments to the planning conditions of the 2010 Permission to reflect the evolution in the scheme design and the revised strategy for delivery in accordance with the clear policy commitment to achieve comprehensive development of the regeneration area.

The Application Forms (BXC1) and Planning Statement Addendum (BXC4) which support this Section 73 application provide full details of the conditions that are proposed to be altered and why those alterations are necessary. The specific changes can briefly be summarised as follows:

- Creation of a footbridge named the Living Bridge over the North Circular Road to improve pedestrian connectivity across the site and provide better integration between the northern and southern components of the development;
- Alterations to the layout of development within Brent Cross East Development Zone (ie around remodelled Brent Cross Shopping Centre) including creating the interface with the Living Bridge, as well as consequential amendments to the alignment of the River Brent;
- Alterations to the phasing of the development to bring more of the Brent Cross East Development Zone into Phase 1 including the new bus station; and
- Alterations and improvements to the open space and public realm provision, including the reconfiguration of Brent Cross Square and Market Square to integrate with the Living Bridge.

These, and other changes, are designed to enable the strategic vision for comprehensive regeneration of the site to be delivered in a timely, effective and beneficial manner.

The principal changes relate to the approved Parameter Plans, and attached to this Preface for ease of reference is a schedule which explains the proposed amendments to each Parameter Plan. A revised Illustrative Masterplan contained in the Revised Design & Access Statement (BXC3) has been prepared to show one way in which the scheme could be delivered in accordance with the revised Parameter Plans.

The proposals contain identical quantum of development floorspace, and its distribution across the Development Zones is consistent with the Zonal Floorspace Schedule (Appendix 5 of the Revised Development Specification & Framework 2009) approved under the 2010 Permission.

The introduction of the Living Bridge is a beneficial addition to the Critical Infrastructure to be delivered by the scheme, further breaking down barriers across the A406 North Circular Road and providing enhanced integration between the northern and southern sides of the town centre. The phasing of the scheme is proposed to be amended to enlarge the Primary Development Package (ie Phase 1) from that previously consented. This is fully explained in the Planning Statement Addendum (BXC4), but the principal change is the delivery of the Brent Cross East Development Zone in full (rather than being split over 2 phases) together with an expanded commitment to deliver major items of Critical Infrastructure which are currently included in Phases 2 and 3 under the 2010 Permission - the additional Phase 1 infrastructure linked to development in Brent Cross East Zone will facilitate delivery of the town centre south of the A406 North Circular Road as well as enabling the full Brent Cross East Zone to be delivered in the first phase. A table at the end of this

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Preface identifies the changes to floorspace in Phase 1 by Development Zone, and also shows the remaining floorspace in each Development Zone post Phase 1 which will be delivered in a subsequent phase.

The revised Indicative Construction Programme in the Construction Impact Assessment Addendum (BXC21) shows that despite the enlarged scope of Phase 1, overall delivery of this floorspace will occur over a similar timescale to that set out in the previous Indicative Construction Programme. The enlarged Phase 1 will provide a greater commitment to invest in the initial stage of the development, including the additional critical infrastructure items, and will provide an even stronger basis for the comprehensive regeneration of the site as a whole in accordance with local and regional planning policy.

All of the documents submitted in support of the original planning application have been reviewed in light of the proposed alterations to the conditions attached to the 2010 Permission, as well as any other change in circumstances.

References in this document to 'Development Partners', 'Applicant/s' or 'Developer/s' are to be taken to mean the Brent Cross Partners in respect of Phase 1A (North), Phase 1B (North) and Phase 2 (North) of the Development and CRL in respect of the other Phases and Sub-Phases of the Development.

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Table Identifying Changes to Floorspace in Phase 1 by Development Zone and Remaining Floorspace in Each Development Zone Post Phase 1

	2010 Permission (sqm)	Current Application (sqm)
PDP		
Residential (Class C3)	124,330	171,150
Retail and Related Uses (Classes A1 - A5) - North	38,626	78,133
Retail and Related Uses (Classes A1 - A5) - South	22,575	22,718
Business (Class B1)	0	10,970
Hotel (Class C1)	31,722	31,722
Leisure (Class D2)	17,253	20,411
Community Facilities (Class D1)	6,690	9,338
General Industrial/Storage & Distribution incl. WHF and Rail Freight (Classes B2 B8)	24,619	24,700
Rail & Bus Station (Sui Generis)	0	117
Total	265,815	369,259
Development Zones Post PDP		
Market Quarter	98,082	88,201
Station Quarter	448,403	448,403
Eastern Lands	242,255	234,192
Clitterhouse Playing Fields	0	0
Brent Terrace	190,977	190,976
Cricklewood Lane	4,180	0
Railway Lands	42,269	36,614
Brent Cross East	75,664	0
Brent Cross West	52,342	52,342
Total	1,154,172	1,050,728
Overall Total	1,419,987	1,419,987

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Parameter Plan	Changes North	Changes South
<p>PARAMETER PLAN 001 – Development Zones</p>	<ul style="list-style-type: none"> [[Minor change to Development Zone boundary – the northern part of BX West Development Zone is being brought into BX East Development Zone; and [[The plan shows Building Zones which are defined by the approximate location of roads/routes and open spaces as controlled by other Parameter Plans. Floorspace allocated to each Development Zone is further sub-divided to each Building zone as per Parameter Plan 014. Changes are required to the configuration of the Building Zones in Brent Cross East zone, consistent with changes to Parameter Plans 002 and 003. 	<ul style="list-style-type: none"> [[The boundary of the Market Quarter and Eastern Lands Development Zones is altered slightly to include the Living Bridge in Eastern Lands; and [[The plan shows Building Zones which are defined by the approximate location of roads/routes and open spaces as controlled by other Parameter Plans. Floorspace allocated to each Development Zone is further sub-divided to each Building zone as per Parameter Plan 014. Changes are required to the configuration of the Building Zones in Eastern Lands & Market Quarter zones, consistent with changes to Parameter Plans 002 and 003.
<p>PARAMETER PLAN 002 – Transport Infrastructure</p>	<ul style="list-style-type: none"> [[The plan in the 2010 Permission identifies the ‘approximate’ location of the bus station. The proposed new location is slightly to the east of the existing, and despite the ‘approximate’ flexibility it is proposed the plan be updated to show the new location; [[The plan shows the introduction of the Living Bridge; [[The plan in the 2010 Permission showed indicatively Vehicle Access Points into Building Zones which were to be defined at a reserved matters stage. The plan will be updated to show revised indicative locations; [[The label “Zone where building can be built over highway infrastructure” has been removed; [[Minor changes are made to the supporting text to reflect the above and other small changes. 	<ul style="list-style-type: none"> [[The revised plan shows the introduction of the Living Bridge; [[The plan in the 2010 Permission identifies Claremont Avenue with a deviation of +/-35m, and its location as now proposed falls within this threshold. However, the location will be updated on the revised plan to reflect the relationship with the Living Bridge; [[The plan in the 2010 Permission identifies the east/west route between Market Square and the A41 pedestrian bridge with a deviation of +/-40m. The location of this route as now proposed falls within this threshold, but for completeness the new location is shown on the revised plan; [[The plan in the 2010 Permission shows a Managed Vehicular Route which is identified through the Education Zone E1. This has been revised slightly in light of the location and configuration of the education facilities; [[Minor changes are made to the supporting text to

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<p>PARAMETER PLAN 002 – Transport Infrastructure</p>	<ul style="list-style-type: none"> [[The plan in the 2010 Permission identifies the ‘approximate’ location of the bus station. The proposed new location is slightly to the east of the existing, and despite the ‘approximate’ flexibility it is proposed the plan be updated to show the new location; [[The plan shows the introduction of the Living Bridge; [[The plan in the 2010 Permission showed indicatively Vehicle Access Points into Building Zones which were to be defined at a reserved matters stage. The plan will be updated to show revised indicative locations; [[The label “Zone where building can be built over highway infrastructure” has been removed; [[Minor changes are made to the supporting text to reflect the above and other small changes. 	<ul style="list-style-type: none"> [[The revised plan shows the introduction of the Living Bridge; [[The plan in the 2010 Permission identifies Claremont Avenue with a deviation of +/-35m, and its location as now proposed falls within this threshold. However, the location will be updated on the revised plan to reflect the relationship with the Living Bridge; [[The plan in the 2010 Permission identifies the east/west route between Market Square and the A41 pedestrian bridge with a deviation of +/-40m. The location of this route as now proposed falls within this threshold, but for completeness the new location is shown on the revised plan; [[The plan in the 2010 Permission shows a Managed Vehicular Route which is identified through the Education Zone E1. This has been revised slightly in light of the location and configuration of the education facilities; [[Minor changes are made to the supporting text to reflect the above and other small changes; [[Tempelhof link road has been classed as a primary route.
<p>PARAMETER PLAN 003 – Public Realm and Urban Structure</p>	<ul style="list-style-type: none"> [[The revised plan shows the changes to the location of the River Brent and associated river crossings; [[The plan in the 2010 Permission shows the ‘general location’ of Brent Cross Square which is to be defined at a reserved matter stage. The plan is being revised to show the ‘general location’ of the square to the east of its present location; [[The plan shows the introduction of the Living Bridge; [[Main Connections are the principal pedestrian and 	<ul style="list-style-type: none"> [[The plan in the 2010 Permission shows the general location of Market Square (M2) - it’s exact location, configuration and size was to be defined at the reserved matter stage. The revised location of the square will fall in the ‘general’ location defined, but the plan has been updated to show the new location of the Square relative to the Living Bridge; [[The Main Connection along Claremont Avenue and Whitefield Avenue has changed consistent with the

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<p>PARAMETER PLANS 004 & 005 - Ground Level and Upper Level Land Uses to Frontages</p>	<ul style="list-style-type: none"> [[The plan in the 2010 Permission shows the land use character of principal elevations. The locations of these elevations will need to be updated consistent with changes to Parameter Plans 002 and 003; [[The use of principal elevations within Brent Cross East zone will continue to be 'Predominantly Retail or Leisure or Hotel' at ground floor, however, updates are required at ground and upper to reflect the revised scheme inc multi storey car parking, community uses, residential, etc; [[Upper levels of western and eastern parts of Brent Cross East classed as 'Any Permitted Use'. 	<ul style="list-style-type: none"> [[The plan in the 2010 Permission shows the land use character of principal elevations. The locations of these elevations will need to be updated consistent with changes to Parameter Plans 002 and 003; [[Minor land use changes are proposed including making the elevation adjacent to the Living Bridge Predominantly Retail or Leisure or Hotel; [[Removal of the floating building zone in Market Square.
<p>PARAMETER PLAN 006 - Finished Site Levels</p>	<ul style="list-style-type: none"> [[Small changes to reflect the amendments to the scheme, including the Living Bridge. 	<ul style="list-style-type: none"> [[Small changes to reflect the amendments to the scheme, including the Living Bridge.
<p>PARAMETER PLAN 007 - Maximum Building and Frontage Heights</p>	<ul style="list-style-type: none"> [[The plan in the 2010 Permission defines maximum heights of buildings above finished ground floor level (inclusive of plant) for both Building Zones and along key frontages. As per the changes to Parameter Plans 002 and 003, the layout of the Building Zones has been updated on the revised plan; [[The heights shown in the plan of 2010 Permission are generally maintained, although some changes have occurred, mainly to the south of Brent Cross East zone where a maximum height threshold has changed from 50m and 33m to 42m; [[The plan in the 2010 Permission indicates building and frontage heights from finished ground floor level (where pedestrian entrance points into buildings interface with public realm). To improve clarity of the 	<ul style="list-style-type: none"> [[The plan in the 2010 Permission defines maximum heights of buildings above finished ground floor level (inclusive of plant) for both Building Zones and along key frontages. As per the changes to Parameter Plans 002 and 003, the layout of the Building Zones has been updated on the revised plan; [[The heights shown in the plan of 2010 Permission are generally maintained in the revised plan, with small modifications proposed around Market Square which reduces maximum plot height from 50m to 45m (due to the removal of the floating building zone in Market Square); and [[The plan in the 2010 Permission indicates building and frontage heights from finished ground floor level (where pedestrian entrance points into buildings

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	<p>plan it is proposed to introduce AOD levels at given points to enable anticipated maximum AOD heights to be identified. This presentational improvement to the plan does not alter the overall maximum heights themselves. This has been described in the supporting text to the plan.</p>	<p>interface with public realm). To improve clarity of the plan it is proposed to introduce AOD levels at given points to enable anticipated maximum AOD heights to be identified. This presentational improvement to the plan does not alter the overall maximum heights themselves. This has been described in the supporting text to the plan.</p>
<p>PARAMETER PLAN 008 - Minimum Frontage Heights</p>	<ul style="list-style-type: none"> [[The plan in the 2010 Permission defines minimum heights of buildings above finished ground floor level along key frontages. As per the changes to Parameter Plans 002 and 003, the layout of the Building Zones has been updated on the revised plan; [[The heights in the plan of the 2010 Permission parameter are generally consistent with the revised scheme; [[Height parameters along the Living Bridge needs to be introduced; [[The frontage height of the building immediately south of the shopping centre has increased; [[As per Parameter Plan 007, to aid clarity anticipated AOD levels have been identified at given points. 	<ul style="list-style-type: none"> [[The plan in the 2010 Permission defines minimum heights of buildings above finished ground floor level along key frontages. As per the changes to Parameter Plans 002 and 003, the layout of the Building Zones has been updated on the revised plan; [[The heights in the plan of the 2010 Permission parameter are generally consistent with the revised scheme, save for the Building Zone adjacent to the Living Bridge which has a minimum height of 27m to give definition and prominence to the bridge; [[As per Parameter Plan 007, to aid clarity anticipated AOD levels have been identified at given points.
<p>PARAMETER PLAN 009 - Basement and Service Access</p>	<ul style="list-style-type: none"> [[The plan in the 2010 Permission defines those elements of the development where servicing or car parking basement or undercroft construction may be built, and frontages where access is permissible. As per the changes to Parameter Plans 002 and 003, the layout of the Building Zones has been updated on the revised plan; [[The principles of the plan in the 2010 Permission continue to apply, however, Building Zones to the south of Brent Cross East Development Zone have been given 	<ul style="list-style-type: none"> [[The plan in the 2010 Permission defines those elements of the development where servicing or car parking basement or undercroft construction may be built, and frontages where access is permissible. As per the changes to Parameter Plans 002 and 003, the layout of the Building Zones has been updated on the revised plan; [[The principles of the plan in the 2010 Permission continue to apply, however, updates are proposed to reflect the introduction of the Living Bridge and the

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	<p>the potential to include some form of basement, with small updates to elevations where access would be acceptable; and</p> <ul style="list-style-type: none"> [[Minor updates have been proposed to the supporting text, including increase the maximum depth of basements in Brent Cross East Development Zone from 7 to 9m. 	<p>associated ramp.</p>
<p>PARAMETER PLAN 010 - Utilities</p>	<ul style="list-style-type: none"> [[In order to reflect the introduction of the Living Bridge, the possible zones for where utilities may cross the A406 has been updated. 	<ul style="list-style-type: none"> [[In order to reflect the introduction of the Living Bridge, the possible zones for where utilities may cross the A406 has been updated.
<p>PARAMETER PLAN 011 – River Brent</p>	<ul style="list-style-type: none"> [[The plan has been updated to reflect the revised relocation and configuration of the river channel to the south of Brent Cross East Development zone; and [[Associated changes have been made to the supporting text. 	<ul style="list-style-type: none"> [[N/A
<p>PARAMETER PLAN 012 – Clitterhouse Playing Fields</p>	<ul style="list-style-type: none"> [[N/A 	<ul style="list-style-type: none"> [[No changes are proposed.
<p>PARAMETER PLAN 013 – Transport Interchanges</p>	<ul style="list-style-type: none"> [[The location of the bus station relative to the River Brent, North Circular Road and the proposed Building Zones has been updated; and [[Consequential changes are proposed to the layout principles and the specification of the bus station in plan and text form, following discussions with the 	<ul style="list-style-type: none"> [[N/A

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<p>PARAMETER PLAN 013 – Transport Interchanges</p>	<ul style="list-style-type: none"> [[The location of the bus station relative to the River Brent, North Circular Road and the proposed Building Zones has been updated; and [[Consequential changes are proposed to the layout principles and the specification of the bus station in plan and text form, following discussions with the highway authorities. 	<ul style="list-style-type: none"> [[N/A
<p>PARAMETER PLAN 014 – Floor Space Thresholds</p>	<ul style="list-style-type: none"> [[As a result of the updates to the configuration of Building Zones as described above, and the floorspace quantum and primary use of that floorspace for each Building Zone has been updated. However, the overall floorspace totals within each Development Zone are consistent with the 2010 Permission. 	<ul style="list-style-type: none"> [[As a result of the updates to the configuration of Building Zones as described above, and the floorspace quantum and primary use of that floorspace for each Building Zone has been updated. However, the overall floorspace totals within each Development Zone are consistent with the 2010 Permission.
<p>PARAMETER PLAN 015 – Indicative Layout Plan</p>	<ul style="list-style-type: none"> [[The Indicative Layout Plan illustrates one way in which the BXC development could be configured. It has been derived from the constraints set out in the other Parameter Plans. Provided reserved matters applications comply with the other parameters it will not be a requirement to demonstrate compliance with this Plan. [[The plan has been updated to reflect the revised illustrative masterplan, including the Living Bridge. 	<ul style="list-style-type: none"> [[The Indicative Layout Plan illustrates one way in which the BXC development could be configured. It has been derived from the constraints set out in the other Parameter Plans. Provided reserved matters applications comply with the other parameters it will not be a requirement to demonstrate compliance with this Plan. [[The plan has been updated to reflect the revised illustrative masterplan, including the Living Bridge.
<p>PARAMETER PLAN 016 - Existing Buildings and Open Spaces</p>	<ul style="list-style-type: none"> [[Small buildings to south of the existing shopping centre have been highlighted as ‘to be demolished’. 	<ul style="list-style-type: none"> [[No changes are proposed.

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<p>PARAMETER PLAN 017 - Minor Transport Interchanges</p>	<p>[[No changes are proposed.</p>	<p>[[No changes are proposed.</p>
<p>PARAMETER PLAN 018 - Waste and Freight Facilities</p>	<p>[[No changes are proposed.</p>	<p>[[Highway access junction removed (mistake from consented drawing).</p>
<p>PARAMETER PLAN 019 - Primary Development Plan Layout Plan</p>	<p>[[The Primary Development Plan (PDP) Layout Plan illustrates one way in which the layout of the PDP (ie Phase 1) could be configured. It has been derived from the constraints set out in the other Parameter Plans. Provided reserved matters applications comply with the other parameters it will not be a requirement to demonstrate compliance with this Plan. The plan has been updated to reflect changes to the extent of Phase 1, including all of Brent Cross East zone.</p>	<p>[[The Primary Development Plan (PDP) Layout Plan illustrates one way in which the layout of the PDP (ie Phase 1) could be configured. It has been derived from the constraints set out in the other Parameter Plans. Provided reserved matters applications comply with the other parameters it will not be a requirement to demonstrate compliance with this Plan. The plan has been updated to reflect changes to the extent of Phase 1, including the Living Bridge.</p>
<p>PARAMETER PLAN 020 - Indicative Zonal Layout Plan Market Quarter</p>	<p>[[N/A</p>	<p>[[The Indicative Zonal Layout Plan illustrates one way in which Market Quarter could be configured. It has been derived from the constraints set out in the other Parameter Plans. Provided reserved matters applications comply with the other parameters it will not be a requirement to demonstrate compliance with this Plan. The illustrative plan has been updated to reflect the revised illustrative masterplan.</p>

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<p>PARAMETER PLAN 021 - Indicative Zonal Layout Plan Eastern Lands</p>	<p>[[N/A</p>	<p>[[The Indicative Zonal Layout Plan illustrates one way in which Eastern Lands could be configured. It has been derived from the constraints set out in the other Parameter Plans. Provided reserved matters applications comply with the other parameters it will not be a requirement to demonstrate compliance with this Plan. The illustrative plan has been updated to reflect the revised illustrative masterplan.</p>
<p>PARAMETER PLAN 022 - Indicative Zonal Layout Plan Station Quarter</p>	<p>[[N/A</p>	<p>[[The Indicative Zonal Layout Plan illustrates one way in which Station Quarter could be configured. It has been derived from the constraints set out in the other Parameter Plans. Provided reserved matters applications comply with the other parameters it will not be a requirement to demonstrate compliance with this Plan. The illustrative plan has been updated to reflect the revised illustrative masterplan, but there are no substantive changes in this zone.</p>
<p>PARAMETER PLAN 023 - Indicative Zonal Layout Plan Brent Terrace</p>	<p>[[N/A</p>	<p>[[The Indicative Zonal Layout Plan illustrates one way in which Brent Terrace could be configured. It has been derived from the constraints set out in the other Parameter Plans. Provided reserved matters applications comply with the other parameters it will not be a requirement to demonstrate compliance with this Plan. The illustrative plan has been updated to reflect the revised illustrative masterplan, but there are no substantive changes in this zone.</p>

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<p>PARAMETER PLAN 024 - Indicative Zonal Layout Plan Cricklewood Lane</p>	<p>[[N/A</p>	<p>[[The Indicative Zonal Layout Plan illustrates one way in which Cricklewood Lane could be configured. It has been derived from the constraints set out in the other Parameter Plans. Provided reserved matters applications comply with the other parameters it will not be a requirement to demonstrate compliance with this Plan. The illustrative plan has been updated to reflect the revised illustrative masterplan, but there are no substantive changes in this zone.</p>
<p>PARAMETER PLAN 025 - Indicative Zonal Layout Plan Railway Lands</p>	<p>[[N/A</p>	<p>[[The Indicative Zonal Layout Plan illustrates one way in which Railway Lands could be configured. It has been derived from the constraints set out in the other Parameter Plans. Provided reserved matters applications comply with the other parameters it will not be a requirement to demonstrate compliance with this Plan. The illustrative plan has been updated to reflect the revised illustrative masterplan, but there are no substantive changes in this zone.</p>
<p>PARAMETER PLAN 026 - Indicative Zonal Layout Plan Clitterhouse Playing Fields</p>	<p>[[N/A</p>	<p>[[The Indicative Zonal Layout Plan illustrates one way in which Clitterhouse Playing Fields could be configured. It has been derived from the constraints set out in the other Parameter Plans. Provided reserved matters applications comply with the other parameters it will not be a requirement to demonstrate compliance with this Plan. The illustrative plan has been updated to reflect the revised illustrative masterplan, but there are no substantive changes in this zone.</p>
<p>PARAMETER PLAN 027 - Indicative Zonal Layout Plan Brent Cross East</p>	<p>[[The Indicative Zonal Layout Plan illustrates one way in which Brent Cross East could be configured. It has been derived from the constraints set out in the other</p>	<p>[[N/A</p>

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<p>PARAMETER PLAN 027 - Indicative Zonal Layout Plan Brent Cross East</p>	<p>[[The Indicative Zonal Layout Plan illustrates one way in which Brent Cross East could be configured. It has been derived from the constraints set out in the other Parameter Plans. Provided reserved matters applications comply with the other parameters it will not be a requirement to demonstrate compliance with this Plan. The illustrative plan has been updated to reflect the revised illustrative masterplan.</p>	<p>[[N/A</p>
<p>PARAMETER PLAN 028 - Indicative Zonal Layout Plan Brent Cross West</p>	<p>[[The Indicative Zonal Layout Plan illustrates one way in which Brent Cross West could be configured. It has been derived from the constraints set out in the other Parameter Plans. Provided reserved matters applications comply with the other parameters it will not be a requirement to demonstrate compliance with this Plan. The illustrative plan has been updated to reflect the revised illustrative masterplan.</p>	<p>[[N/A</p>
<p>PARAMETER PLAN 029 – Indicative Phasing Plan</p>	<p>[[The Indicative Phasing Plan identifies one way in which the scheme may be delivered, with Phase 1 being consistent with that in Parameter Plan 019. The plan</p>	<p>[[The Indicative Phasing Plan identifies one way in which the scheme may be delivered, with Phase 1 being consistent with that in Parameter Plan 019. The plan</p>

