

Brent Cross Cricklewood
Phase 1A (North) Reserved Matters Application
Open Space – Central Brent Riverside Park
June 2015

Volume 02 — **Explanatory Report**



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**RESERVED MATTERS
APPLICATION FOR PHASE 1A
(NORTH) – OPEN SPACE**

BRENT CROSS CRICKLEWOOD

EXPLANATORY REPORT

**ON BEHALF OF BRENT CROSS
CRICKLEWOOD
DEVELOPMENT PARTNERS**

June 2015

Our Ref: Q20027

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APPENDIX 1: CENTRAL BRENT RIVERSIDE PARK IMPLEMENTATION WORKS PROGRAMME

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

1 INTRODUCTION

a) Background

- 1.1 Quod has been instructed by the Brent Cross Cricklewood (“BXC”) Development Partners to prepare this Explanatory Report in support of a Reserved Matters Application (“RMA”) for open spaces associated with Phase 1A (North) of the 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 (S73) planning permission Ref No. F/04687/13 (“2014 Permission”) to develop land without complying with conditions attached to permission Ref No. C/17559/08 was granted by London Borough of Barnet (LBB) on 23 July 2014.
- 1.3 This RMA is made pursuant to Conditions 1.2.1.A, 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.
- 1.4 The 2014 Permission divides the site up into a series of Phases and Sub Phases. Phase 1A (North) is defined as consisting of a number of Critical Infrastructure items and two development plots (moved from Phase 1C following a recent approval under Condition 4.2 Ref No F/05552/14). These can be separated into the following three categories:
 - Phase 1A (North) Infrastructure:
 - A406 Brent Cross Ingress/Egress Junction Improvements
 - A41/A406 Junction Improvements
 - Prince Charles Drive Diversion
 - Bridge Structure B1 (Replacement A406 Templehof Bridge)
 - Bridge Structure B7 (Living Bridge) (for approval purposes only)
 - M1/A406 and A5/A406 Junction Improvements
 - A407 Cricklewood Lane/Claremont Road Junction Improvements
 - A5/A407 Cricklewood Lane Junction Improvements
 - Claremont Avenue

- Claremont Road Junction North
- Templehof Avenue and Templehof Link Road
- Tilling Road West Re-alignment and Diversion (Part 1)
- Claremont Avenue Junction with Tilling Road
- High Street South (East Works)
- Bridge Structure B6 (M1 Junction Pedestrian and Cycle Bridge)
- Orchard Lane
- Brent Cross Pedestrian Underpass Works
- Eastern River Brent Alteration & Diversion Works
- River Brent Bridges (as relevant to the Eastern River Brent Alteration and Diversion Works)
- Central River Brent Alteration & Diversion Works River Brent Bridges (as relevant to the Central River Brent Alteration and Diversion Works)
- Western River Brent Alteration & Diversion Works
- River Brent Bridges (as relevant to the Western River Brent Alteration and Diversion Works)
- Whitefield Estate Replacement Units (Part 1)
- Bus Station Temporary Facility
- Phase 1A (North) Open Space
 - Claremont Park Improvements
 - Clitterhouse Playing Fields Improvements Part 1
 - Central Brent Riverside Park including River Brent Nature Park (NP5)
- Phase 1A (North) Development Plots
 - Plots 53 and 54 (for provision of Whitefield Estate Replacement Units (Part 1))

1.5 This RMA deals with the Phase 1A (North) Open Space for Central Brent Riverside Park.

1.6 The Phase 1A (North) Infrastructure, Phase 1A (North) Development Plots and Phase 1A (North) Open Space Clitterhouse Playing Fields (Part 1) and Claremont Park are the subject of separate RMAs.

1.7 The Phase 1A North Development Plots RMA Ref No 15/00720/RMA was presented to Planning Committee on Monday 18 May 2015 at which members resolved to grant Reserved Matters Approval.

b) Site Context

1.8 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. 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 represents an underused 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. 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)

1.10 The River Brent crosses the northern development site, flowing from the east to west. The existing Brent Cross Shopping Centre lies to the north of the river and with surface car parking is located to

the south beyond which situates the A406 North Circular. There is currently limited public access to the river.

1.11 The river channel itself is a canalised, straight river containing no natural or semi-natural features and with extensive concrete bank reinforcement and channel bed. Riparian vegetation consists primarily of scattered trees and tall ruderal vegetation including Japanese Knotweed and Giant Hogweed.

c) Purpose and Structure of the Explanatory Report

1.12 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 Revised Development Specification & Framework ("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 matters identified in Condition 2.1 (as described at paragraphs 6.2, 6.15 and 6.16 of the RDSF).

1.13 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 2010 ("DMPO") confirms that in relation to reserved matters:

- **'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.

1.14 Paragraph 6.15 of the RDSF lists the documentation that is anticipated to be provided, where necessary and appropriate, to support a RMA. This includes:

- a cover letter;
- application plans;
- an Explanatory Report;
- a Reserved Matter Transport Report;
- a Statement of Community Involvement;
- an up-to-date Illustrative Reconciliation Plan (where the details approvals sought include or affect the layout); and
- any other drawings or materials necessary to demonstrate how the proposed details are consistent with the parameters and principles under the planning permission.

1.15 This Explanatory Report for the Phase 1A (North) Open Space Central Brent Riverside Park should therefore be read in conjunction with the other documents that support the RMA submission as set out in **Table 1.1** below.

Table 1.1: Phase 1A (North) Open Space RMA Submission Documentation

Volume	Document Title
Volume 1	Cover Letter
	Application Form
	Community Infrastructure Levy (CIL) Form
Volume 2	Explanatory Report
Volume 3	Non-Technical Summary
	Environmental Statement Further Information Report
	Environmental Statement Further Information Report – Figures
	Environmental Statement Further Information Report – Appendices
Volume 4	Application Drawings/Documents
Volume 5	Central Brent Riverside Park Design Development Report
	- Landscape and Ecology Management Plan
	- Specification for Soft and Base Landscape Works
	- Hard Landscape Specification
	Illustrative Reconciliation Plan
Reserved Matters Transport Report	
Statement of Community Involvement	

1.16 Paragraph 6.16 of the RDSF sets out the intended scope of the Explanatory Report, the contents of which are addressed in this report.

1.17 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 discussed and agreed with LBB during pre-application engagement 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.

1.18 In summary, the purpose of the Explanatory Report is to demonstrate that this RMA for the Phase 1A (North) Open Space (Central Brent Riverside Park):

- Is in accordance with the relevant parameters, principles and other controls included in the 2014 Permission;
- Complies with the EIA Directive;
- Achieves high standards of urban design, landscaping and environmental mitigation; and
- Provides a clear written record of these matters.

1.19 This RMA seeks to provide sufficient information and detail for LBB to make a decision on the matters to be discharged under Conditions 1.2.1A, 2.1 and part discharged under 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;
- PROSS; and
- Details approved under the Phase 1A (North) Pre-RMA conditions.

- 1.20 An Environmental Statement Further Information Report (Volume 3) has been prepared to consider whether the Environmental Statement (BXC03) submitted in support of the 2014 Permission remains adequate for decision making and provides further environmental information where relevant.
- 1.21 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** - 2014 Permission
 - **Section 3** – Central Brent Riverside Park
 - **Section 4** – Sustainability and Energy
 - **Section 5** - Environmental Compliance
 - **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 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 requires all RMA 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 EIA 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 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 RDAS.

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 The relevant Pre-RMA Conditions for Phase 1A (North) are identified in Table 2.1, together with a status update on each e.g. submitted, discharged etc. The RMA now submitted has had regard to this detail as necessary and appropriate.

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

Condition Ref	Condition Requirement	Date of Registration	LBB Reference	Status
1.9	Submission and approval of CCC Feasibility	14/11/14	14/07508/CON	Discharged 06/02/2015
1.17	Submission of Illustrative Reconciliation Plan	29/01/2015 (Submission)	15/00660/CON	Pending Determination (Deadline – 30/03/2015)
1.18	Establishment of the Access Forum	09/12/14	14/07889/CON	Discharged 26/03/2015
1.19	Establishment of the Energy Panel	09/12/14	14/07890/CON	Discharged 26/03/2015

Condition Ref	Condition Requirement	Date of Registration	LBB Reference	Status
1.20	Submission of the Area Wide Walking and Cycling Study	19/12/14	14/08105/CON	Pending Determination (Deadline - 13/02/2015)
1.21	Submission of the Framework Servicing and Delivery Strategy	17/12/14	14/08112/CON	Pending Determination (Deadline - 11/02/2015)
1.22	Submission of the Phase 1AN Servicing and Delivery Strategy	17/12/14	14/08111/CON	Pending Determination (Deadline - 11/02/2015)
1.23	Submission of Public Consultation Strategy	09/12/14	14/07891/CON	Discharged 31/03/2015
1.24	Submission of Vacuum Waste Collection Feasibility Study	05/02/15	14/07961/CON	Discharged 30/03/2015
1.25	Submission of BXC Mobility Feasibility Study	11/12/14	14/07955/CON	Discharged 31/03/2015
1.26	Submission of Inclusive Access Strategy	11/12/14	14/07957/CON	Discharged 15/05/2015
2.2	Submission of Clitterhouse Mobility Scheme	11/12/14	14/07960/CON	Discharged 31/03/2015
2.3	Submission of Site measure of open space	09/12/14	14/07888/CON	Pending Determination (Deadline - 03/02/2015)
2.7	Submission of A5 Corridor Study	11/11/14	14/07402/CON	Pending Determination (Deadline - 06/01/2015)
2.8	Submission of Pedestrian & Cycle Strategy	17/12/14	14/08110/CON	Pending Determination (Deadline - 11/02/2015)
7.1	Submission of Estate Management Framework	29/01/2015 (Submission)	15/00660/CON	Pending Determination (Deadline – 30/03/2015)
10.1	Submission of Skills and Development Method Statement	09/12/14	14/07892/CON	Discharged 31/03/2015
11.1	Submission of Car Parking Management Strategy	17/12/14	14/08109/CON	Pending Determination (Deadline - 11/02/2015)
11.2	Submission of Phase Parking Standards and Strategy	17/12/14	14/08108/CON	Pending Determination (Deadline - 11/02/2015)

Condition Ref	Condition Requirement	Date of Registration	LBB Reference	Status
27.1	Submission of Existing Landscape and Mitigation Measure	09/12/14	14/07897/CON	Pending Determination (Deadline - 03/02/2015)
27.2	Submission of Tree Protection Method Statement	09/12/14	14/07896/CON	Pending Determination (Deadline - 03/02/2015)
27.8	Submission and approval of Invasive Plants	20/08/14	F/04565/14	Discharged (12/12/2014)
29.1	Submission of Acoustic Design Report	29/01/2015 (Submission)	15/00668/CON	Pending Determination (Deadline – 12/03/2015)
31.1	Submission and approval of Remediation Zones	14/11/14	14/07509/CON	Discharged 04/02/15
33.3	Submission of Telecoms Statement	09/12/14	14/07895/CON	Discharged 31/03/2015
35.3	Submission of RDF Feasibility Study	09/12/14	14/07893/CON	Pending Determination (Deadline - 03/02/2015)
35.4	Submission of Further Feasibility Report	11/12/14	14/07959/CON	Pending Determination (Deadline - 05/02/2015)
35.6	Submission of Revised Energy Strategy	17/12/14	14/08106/CON	Pending Determination (Deadline - 11/02/2015)
37.1/37.3	Submission of Phase Transport Report Scope	14/11/2014	14/07506/CON	Determined 10/02/2015
37.2/37.4	Submission of Phase Transport Report	30/01/2015 (Submission)	15/00812/CON	Pending Determination (Deadline – 07/04/2015)

2.6 Conditions 2.4 and 2.5 of the 2014 Permission provide the ability for minor revisions to be made to the RDSF, the RDAS and the RDG, subject to confirmation that no significant adverse environmental effects will be brought about by such changes.

2.7 Aligned to this RMA, an application under Condition 2.4 and Condition 2.5 has been made to seek minor variations to aspects of the Brent Riverside Park and Nature Park NP5 following pre-application engagement. These minor variations are explained in detail in the Explanatory Report that supports the submission under Conditions 2.4 and 2.5 (with some commentary in this document). An

associated Section 96A (“S96A”) application (Ref No 15/01038/NMA) has also been submitted for related changes to the definitions in the 2014 Permission.

b) Development which is the subject of this RMA

2.8 As described above, the content of Phase 1A (North) has been separated into three categories for the purposes of making RMAs. This RMA relates to the Phase 1A (North) Open Space only as shown in Table 2.2. The eastern and western sections of Brent Riverside Park are within Phase 1B (North) and are therefore not subject to this RMA.

Table 2.2: Phase 1A (North) Open Space subject to this RMA

Open Space Work and description	Approved Plan
<p>Central Brent Riverside Park Creation of the new Brent Riverside Park (including Nature Park NP5) located mainly in the Brent Cross East Zone (and generally co-extensive with the Central River Brent Alteration and Diversion Works) directly adjacent to the realigned River Brent between the western edge of the eastern roundabout of the realigned Prince Charles Drive and the eastern edge of the River Brent Nature Park</p>	<p>Parameter Plan 003 Parameter Plan 011</p>

2.9 The general location and parameters for the Phase 1A (North) Open Spaces 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:

- **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.
- **Parameter Plan 011 (River Brent)** – identifies the proposed zone for the re-aligned river corridor.

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 2.3 below provides a summary of the key requirements applying to the Phase 1A (North) Open Space which are contained in the RDSF, RDAS and RDG. It also details where Planning Conditions and obligations in the S106 Agreement are relevant.

Table 2.3: RDSF, RDAS, RDG, Planning Condition and Other Requirements

Open space works	Revised Design Specification and Framework (RDSF) and Parameter Plans (PP)	Revised Design and Access Statement (RDAS)	Revised Design Guidance (RDG)	Planning Conditions (where relevant to content of RMA)	S106 Agreement and other relevant planning application documents
Central Brent Riverside Park and NP 5	Paragraphs 3.24-3.26 Parameter Plan 003 Parameter Plan 011 (including Table 4) Table 5 (page 43) Indicative Zonal Layout Parameter Plans 27 & 28	Section A2.6.2 (Open Space Hierarchy) Section A3.9 River Brent (Brent Riverside Park)	B3.2.3 (illustrative space typology) Section B4.3.1 (Components Schedule)	Condition 1.16 (compliance with RDSF, RDAS, RDG) Condition 2.1 (content of RMA) Condition 27.4 (Planting Details) Condition 27.6 (Landscaping Works)	PROSS, text at page 125 (BXC7)

2.12 Table 2.4 below shows which of the requirements set out in Condition 2.1 apply to the Phase 1A (North) Open Space which form part of this RMA. This has been agreed with LBB prior to the submission of this RMA.

Table 2.4: Details required by Condition 2.1 to support Phase 1A (North) Open Space

Condition 2.1 General RMA Requirements - Short title	Central Brent Riverside Park and Nature Park NP5
a) Explanatory Report	
Statement to demonstrate compliance with RDSF, DAS and DG	Y
Statement to demonstrate compliance with submission of RM, supporting reports and content of ER	Y
b) Land Uses	
Statement demonstrating compliance of land uses and mix of uses	N/a
Statement demonstrating compliance of affordable housing proposals	N/a
c) Layout	
RESERVED DETAILS OF LAYOUT	Y
Report demonstrating compliance of internal noise standards	N/a
Updated Illustrative Reconciliation Plan	Y
d) Scale and design standards	
RESERVED DETAILS OF SCALE	N/a
Statement etc. demonstrating compliance of scale with RDSF, RDAS & RDG	N/a
Statement demonstrating compliance of design standards for housing	N/a
e) Access	
RESERVED DETAILS OF ACCESS	Y
Statement etc. demonstrating compliance of access with RDSF, RDAS & RDG	Y
Statement demonstrating compliance of car parking	N/a
Individual Travel Plan	N/a
Details of electric vehicle charging points	N/a
Details of the relevant bus priority measures	N/a
Statement confirming finished floor levels and threshold levels	N/a
f) Materials	
RESERVED DETAILS OF APPEARANCE	N/a
Full details of materials to be used on all external surfaces (including hard landscaping)	Y
Statement demonstrating compliance in the selection of construction materials	Y
g) Landscaping	
RESERVED DETAILS OF LANDSCAPING	Y
Statement etc. demonstrate compliance of landscaping with RDSF, DAS & DG	Y
Summary of existing tree details	Y
Specification for surface changes	Y
Post construction landscaping near trees	Y
Tree planting	Y
Details of proposed green or brown roofs	N/a
h) Sustainability	
Sustainability/energy statement to demonstrate compliance with sustainability standards and carbon saving targets	N/a
Statement demonstrating feasibility of linking into CHP and District Heating	N/a
Details for linking into the Vacuum Waste Collection System	N/a
Statement demonstrating compliance with the Revised Energy Strategy	Y



2.13 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 CENTRAL BRENT RIVERSIDE PARK

a) Planning Requirements

3.1 The 2014 Permission defines the Central Brent Riverside Park as follows:

“Central Brent Riverside Park” means that part of the new Brent Riverside Park located mainly in the Brent Cross East Zone (and generally co-extensive with the Central River Brent Alteration and Diversion Works) directly adjacent to the realigned River Brent between the western edge of the eastern roundabout of the realigned Prince Charles Drive and the eastern edge of the River Brent Nature Park to be constructed and provided in accordance with (a) Paragraphs 3.24-3.26 and Table 5 (page 43) of the DSF and the parameters and principles shown on Parameter Plan 011 (and on the Indicative Zonal Layout Parameter Plans 27 & 28 showing how this part of the Riverside Park could be carried out within the Brent Cross East Zone and Brent Cross West Zone in accordance with the parameters and principles approved under this Permission) (b) in the text at page 125 of the PROSS (c) Section A2.6 of the Design & Access Statement and (d) as part of Phase 1A (North) in accordance with the Primary Development Delivery Programme pursuant to the Overarching Delivery Obligations.

i. Layout

3.2 The wider Brent Riverside Park is identified on Parameter Plan 003 and Parameter Plan 011. The proposed Central Brent Riverside Park forms the central reach of the Brent Riverside Park and is located adjacent to the realigned River Brent between the eastern and western roundabouts. The park is situated between the realigned Prince Charles Drive to the south and the new town centre to the north.

3.3 The supporting text to Parameter Plan 011 states that the central reach will be characterised by a relatively steeper channel gradient and improved riparian extent (paragraph 10). Paragraph 13 continues to state that the overall channel width will be typically 22m, unless detailed design shows otherwise and the low flow channel will extend through this reach.

3.4 Section A3.9 of the RDAS states that the River Brent is to be diverted towards the A406, to the southern extent of the Brent Cross East zone. A linear park runs along the length of the diverted river,

benefitting from its position on the southern side from increased sunlight and benefitting the overall scheme by presenting a pleasant foreground to Brent Cross East.

- 3.5 Section 2.6 of the RDAS sets out the approach to Landscape and Public Realm and identifies the Brent Riverside Park as being a Medium Open Space.
- 3.6 Section A3.9 states that river will give the town centre an individual character with few precedents.
- 3.7 The text within Section 3.2.4 of the RDG states that Brent Riverside Park is to be developed to provide a valuable recreational and ecological resource. The central section is recognised as having an urban environment.
- 3.8 The PROSS identifies the key features of the central section of the two stage channel profile with in-stream restoration features, naturalised revetments where possible, native riparian planting/seeding and a combined EA access and footpath/cycleway (p.125).

ii. Scale

- 3.9 The development of Central Brent Riverside Park does not involve any buildings.

iii. Access

- 3.10 Section A3.9 of the RDAS states that the river corridor incorporates a pedestrian and cycle route along its length. Access to the route will be provided at a number of locations along its length including from the Living Bridge.
- 3.11 The supporting text to Parameter Plan 011 states that the lower level pedestrian/ and cycle path and EA maintenance route on the northern side is to be a minimum of 6m wide and is to follow the river from the A406 pedestrian bridge to the western end of the site

iv. Landscaping, Appearance and Materials

- 3.12 Section 3.2.4 of RDG states that where appropriate planting design should be chosen to reflect the riparian character of the park's setting and species should be native and/or wildlife friendly to provide valuable ecological habitat.

- 3.13 Table 5 of the RDSF and Table 4 of Appendix 2 of the RDSF identify the wider Brent Riverside Park (ie east, west and central sections) as having a minimum area of 3.1ha.
- 3.14 The design of the realigned Prince Charles Drive has evolved following discussions with LBB who sought for the route to be widened to provide sufficient safe space for pedestrians in the event of a vehicle breakdown and to enable safe sight lines for traffic emerging from the bridge crossings of the River Brent. The result of this widening is the reduction in the width of the central section by 0.1ha which as a result reduces the overall size of Brent Riverside Park.
- 3.15 A number of meetings took place with the Environment Agency to discuss the proposed reduction in the width of this section of the diverted River Brent. The reduction in area within Reach 2 River Corridor will primarily occur along the southern bank. In response to this, and informed by discussions with the Environment Agency, modifications to the landscape proposals were carried out, guided by the landscape strategy and vision for the Riverside Park. The modifications included a considered landscape treatment to the southern wall of the Central Brent Riverside Park, supported by a robust planting strategy which responds to the sunlight aspect and flooding considerations of the River Corridor. This would result in varied native planting grown against the southern wall in the form of native climbers and living willow panels.
- 3.16 Parameter Plan 003 identifies the area within the western internal roundabout is identified as being Nature Park NP5. Following detailed discussions with LBB and TfL the detailed design of the western internal roundabout (which links to the replacement A406 Templehof Bridge) has resulted in the area of NP5 being reduced in size from 0.2ha to 0.12ha. An application is being submitted under Conditions 2.4 and 2.5 to reflect these minor changes and an associated S96A application (Ref No 15/01038/NMA) has been submitted for related changes to the definitions in the 2014 Permission.
- 3.17 Section B.3.2.3 states that provision should be made for the Nature Parks to be an educational facility and there should be an emphasis on using reclaimed and recycled materials and planting species should be native and/or wildlife friendly.
- 3.18 Section B4.3.1 of the RDG contains a component palette for Brent Riverside Park which sets out a range of specifications relating to planting, hard surfaces, street furniture, public art, fences and

facilities, to inform the design of the park. Section B4.3.1 also contains a component palette to inform the design of Brent Riverside Nature Park 2.

b) Compliance

- 3.19 As stated within the Section 3.3 of the Central Brent Riverside Park Design Development Report (“CBDDR”), the Central Brent Riverside Park aims to achieve a significant re-naturalisation of the river channel, with geomorphology recreating natural flows, riparian planting providing habitat for local flora and fauna and the creation of a new nature park.
- 3.20 A continuous northern route measuring 6m alongside the river channel is proposed (Drawing Ref 1065-03-003 to 1065-03-06) and will accommodate Environment Agency maintenance vehicle access as well as pedestrians and cyclists. This path also includes an area of lowing lying shrubs.
- 3.21 In accordance with the RDG, a concrete finish has been selected as the main surface finish as it is a robust material, with a proven record of performance in similar case precedents.
- 3.22 As identified in Section 5.6 of the CBDDR an inclusive access route is proposed at the lower level. There will be four locations where steps from the upper level path (to be developed in a later phase) dropping down to meet the lower level pedestrian and cycle path.
- 3.23 As identified in Section 5.10 CBDDR and on the Drawing Ref 1065-03-203 to 1065-03-206 the planting strategy aims to create a diverse replication of the native aquatic / marginal / terrestrial habitat typical of the River Brent, which is proposed to be implemented using some modern, bioengineered techniques e.g. willow stakes, coir rolls. Above the 1:100 flood level, flowing swathes of new tree planting is proposed which evokes a waterside character and there are opportunities for colonisation under bridge where gaps in planting have been incorporated.
- 3.24 A landscape Implementation Works Programme for the Central Brent Riverside Park as required with Condition 27.6 has been submitted and is attached at **Appendix 1**. As stated on the programme it is anticipated that a condition will be imposed on the RMA decision notice enabling changes as a result of the approved Detailed Delivery Programme under Condition 5.1 or other minor changes, to be submitted and approved by officers.

APPENDIX 1

- 3.25 The proposed Nature Park NP5 is identified on Drawing Ref No 065-03-006 and has been designed as an area of ecological enhancements & backwater, with seating provided on the northern bank. The planting is to be of native species.
- 3.26 Therefore, the detailed design of Central Brent Riverside Park and Nature Park NP5 is in accordance with the parameters and principles of the 2014 Permission, when considered alongside the following minor amendments to the parameters as submitted in an application under Condition 2.4:
- Reduction in the size of Nature Park NP5 to 0.12ha (from 0.2ha); and
 - Reduction in the size of the Brent Riverside Park to 3.0ha (from 3.1ha).

4 SUSTAINABILITY AND ENERGY

- 4.1 The proposals for the redevelopment of BXC are founded on a variety of sustainability features that 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 Table 8 of the RDSF) and those provided by developers of each plot/stage of the development (the most pertinent of which are summarised in Table 9 of the RDSF).
- 4.2 Please find the proposed sustainability and energy measures associated with the Phase 1A (North) Open Space RMA submission attached at **Appendix 2** and their compliance with the requirements of the RDSF.

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).
- 5.2 The ES Further Information Report (Volume 3) has been prepared to provide, where necessary, further environmental information pursuant to the October 2013 ES as considered necessary to inform the granting of RMA.
- 5.3 Please refer directly to the report at Volume 3 for the environmental compliance of the various Phase 1A North Open Space elements

6 CONCLUSIONS

- 6.1 This Explanatory Report demonstrates that the RMA details for the Phase 1A (North) Open Space is in accordance with the relevant parameters, principles and other controls included in the 2014 Permission (as amended through submission under Condition 2.4 and Condition 2.5 and S96a application).



APPENDIX 1

River Brent Park Landscape Implementation Works Programme

Document ref 1065-03-SH-010

Revision: B
Date: 28.05.2015
Issued by: GJ

This programme has been prepared based on the best information available at this stage. It is anticipated that a condition will be imposed on the RMA decision notice for Phase 1A North Open Space – Clitterhouse Playing Fields Part 1 and Claremont Park that any revisions to this programme as a result of the approval of the Detailed Delivery Programme under Condition 5.1 or for any other minor revisions will be capable of being submitted and approved by officers.

Key Items		Month 1	Month 2	Month 3 - 43	Month 44	Month 45	Month 46	Month 47	Month 48	Month 49	Month 50	Month 51	Month 52	Month 53	Month 54	Month 55
Site Operations River Brent Park Landscape																
1	Contractor Mobilisation	■	■													
2	Erection of Protective Fencing to Trees and Vegetation to be Retained	■	■													
3	Tree and Shrub Clearance To be carried outside of the Bird Nesting Season		■													
4	Earthworks - Bulk		■	■												
5	Engineering Works			■	■	■	■	■	■	■	■	■	■	■	■	■
6	Soiling				■	■	■	■	■	■	■	■	■	■	■	■
7	Construction of Paths/ Hard Landscape Areas					■	■	■	■	■	■	■	■	■	■	■
8	Turf Reinforcement Mats								■	■	■	■	■	■	■	■
9	Willow staking								■	■	■	■	■	■	■	■
10	Seeding									■	■	■	■	■	■	■
11	Tree Planting														■	■
12	Shrub planting														■	■
13	Aquatic planting														■	■
14	Practical Completion															■



APPENDIX 2

PHASE 1A INFRASTRUCTURE

SUSTAINABILITY & ENERGY

(a) Planning Requirements

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 Table 8 of the DSF) and those provided by developers of each plot/stage of the development (the most pertinent of which are summarised in Table 9) of the DSF.

The key sustainability commitments for the development of infrastructure of the BXC site, including roads and bridges, are identified as follows:

Materials

- Implement Construction Environmental Management Plans;
- Undertake pre-demolition audits for all buildings;
- Reuse at least 70% demolition arisings, audited using ICE Demolition Protocol;
- Adhere to the Code of Construction Practice;
- Register each contract under the Considerate Constructors Scheme
- 90% of timber to be obtained from a sustainable source Forest Stewardship Council (FSC);
- Use no peat or natural weathered limestone;
- Construction materials will have at least 10% recycled content (by value);
- Avoid using materials that deplete the Ozone layer and that contribute to global warming;

Energy and carbon emissions

- Connect all principal residential buildings to the district heat network, where feasible to do so;
- Connect non-domestic buildings to the district heat network, if elected, subject to feasibility and viability;

Drainage

- Sustainable Urban Drainage Strategy using attenuation basins and tanks and porous paving to achieve a 25% reduction of the current 1:100 year return flow plus climate change compared to that for the existing site.

b) Proposed Sustainability Measures

TOPIC	PROPOSED SUSTAINABILITY MEASURE
Materials	
Implement Construction Environmental Management Plans;	The CEMP will be finally developed during detailed design after planning permission has been granted and implemented by the contractor who is yet to be appointed.
Undertake pre-demolition audits for all buildings;	Pre-demolition audits will be undertaken for all buildings demolished, and the results used to inform / contribute to the reuse of materials (following topic) and the requirement to use more than 10% recycled content materials in new construction;

<p>Reuse at least 70% demolition arisings, audited using ICE Demolition Protocol;</p>	<p>This requirement addresses both demolition arisings and excavated material, as detailed in the Demolition Protocol. This will be undertaken and documented by the contractor(s) when work begins on site.</p>
<p>Adhere to the Code of Construction Practice;</p>	<p>The CoCP will be finally developed during detailed design after planning permission has been granted and implemented by the contractor who is yet to be appointed.</p>
<p>Register each contract under the Considerate Constructors Scheme</p>	<p>This will be undertaken by the contractor when work begins on site.</p>
<p>90% of timber to be obtained from a sustainable source Forest Stewardship Council (FSC);</p>	<p>This includes timber used in final construction as well as timber for temporary works and falsework. 90% of such timber should be reclaimed, re-used or responsibly sourced. It is now generally accepted that a 'green supply chain' can allow timber from a Forest Stewardship Council (FSC) accredited source <i>or an equivalent</i>. This is detailed in Code for Sustainable Home guidance (<i>Table: Cat 3.1 Tier Levels</i>), as follows: "FSC, CSA, SFI with CoC, PEFC, Reused Materials, Schemes compliant with BES6001:200861 (or similar) Excellent and Very Good Performance Ratings" (CSA - Canadian Standards Association; SFI with CoC - Sustainable Forestry Initiative with Chain of custody; PEFC - Programme for the Endorsement of Forest Certification Schemes) Timber used in construction will be sourced in accordance with guidance provided in Code for Sustainable Home guidance in <i>Checklist Man 3: Construction Site Impacts</i>. Appropriate timber will be specified during detailed design stage, and sourced and installed by the contractor as construction progresses. The contractor will provide appropriate verification of the sourcing of timber.</p>
<p>Use no peat or natural weathered limestone;</p>	<p>No peat or weather limestone will be used.</p>
<p>Construction materials will have at least 10% recycled content (by value);</p>	<p>Materials for new construction will have a recycled content of at least 10%. Suitable materials will be specified during detailed design stage and implemented by the contractor as construction progresses. The recycled content will be verified using the Net Waste Tool available from, and run by WRAP (Waste and Resources Action Programme).</p>
<p>Avoid using materials that deplete the Ozone layer and that contribute to global warming;</p>	<p>With regard to infrastructure this requirement addresses the use of expanded polystyrene inserts in formwork for concrete, which must not be manufactured using materials which contribute significantly to Global warming. The permitted materials are given in Code for Sustainable Homes guidance for Category 6 Pollution in <i>Table: Cat 6.2: Blowing agents deemed to satisfy the issue requirements and/or believed to have a GWP of less than 5</i>.</p>

Energy and Carbon Emissions Strategy	
Connect all principal residential buildings to the district heat network, where feasible to do so	As part of Phase 1A, district heating pipework is being installed to the west side of the Brent Cross shopping centre, at plots 113 to permit future connection to heat network. At Tempelhof Bridge sleeving is being provided within the bridge which allows the connection through the bridge to be made at a later date. South of Tempelhof bridge, district heating pipework is being installed running from the bridge down to High Street South, from where it branches east and west, running east to plot 28 and north to plot 93. Both these plots are provided with sleeved ends to enable future connection to the district heat network.
Connect non-domestic buildings to the district heat network, if elected, subject to feasibility and viability;	As above
Drainage	
Sustainable Urban Drainage Strategy using detention basins within landscaped areas and oversized pipes below new roads to achieve a 25% reduction of the current 1:100 year return flow plus 20% for climate change compared to that for the existing site.	<p>New highway drainage systems are proposed to intercept, attenuate and improve the quality of surface water runoff from the highways that will be constructed as part of the Phase 1AN development.</p> <p>Sustainable Drainage Systems will be incorporated within the new highway drainage networks in order to allow the peak discharge rates from rainfall events with a return period of up to and including 1:100 years plus climate change to be reduced by 25%. Detention basins will be provided within landscaped areas that are situated within the perimeter of adopted highways, such as the M1 junction and the eastern roundabout. Oversized pipes will be provided upstream of flow controls to attenuate surface water that is intercepted from highways that do not have landscaped areas. The oversized pipes will not improve the quality of surface water alone; therefore separators and filtration chambers will be incorporated within the network to allow suspended solids and hydrocarbons to be removed.</p> <p>The new highways will be offered for adoption by different Highway Authorities and separate highway drainage systems will be provided to ensure that all systems are maintained.</p>

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

