



**RESERVED MATTERS APPLICATION
FOR PHASE 1A (SOUTH) BRENT CROSS CRICKLEWOOD
EXPLANATORY REPORT – OCTOBER 2015**

APPENDICES PART 3



APPENDIX 6

ENVIRONMENTAL COMPLIANCE NOTE

Brent Cross Cricklewood Phase 1A (South) Reserved Matters Application: Environmental Compliance Note

The Applicant (Argent (Property Development) Services LLP) is seeking approval for Phase 1A (South) of the Brent Cross Cricklewood Scheme ('BXC Scheme') through a Reserved Matters Application ('RMA') pursuant to the outline planning permission dated 23 July 2014 (reference F/04687/13) (the '2014 Permission'). Phase 1A (South) is the second sub-phase of the BXC Scheme and as such permission is now being sought for the elements of the RMA.

The Phase 1A (South) elements are limited to three sections of highway works, one of which has already been approved in detail under the 2014 Permission, forming one of the nine Gateway Junctions of the BXC Scheme (A5 / Geron Way (Waste Handling Facility) Junction).

The Phase 1A (South) RMA therefore seeks approval for the remaining two proposed roads: Claremont Park Road (Part 1) and School Lane. Descriptions of the two roads are provided below.

Claremont Park Road (Part 1)

Existing Site Conditions

Claremont Park Road would be a new local road within the BXC Scheme and would be located immediately north of the new Claremont Park, running along the southern boundary of the existing Claremont Way Industrial Park, as shown in **Figure 1**. This new road would be in a similar location to the existing Claremont Way which runs from Claremont Road on the east to the Rosa Freedman Centre, and separately from Brent Terrace in the west into the Industrial Park. However, the two ends of the road east and west do not currently provide a thoroughfare for road vehicles.

The corridor of the proposed Claremont Park Road (Part 1) is currently partly occupied by a row of industrial buildings fronting Claremont Way (within the Industrial Park). The remaining areas of the corridor consist of hard-standing areas which form the existing Claremont Way road, and car parking for the staff and visitors of the industrial park. The eastern part of the corridor lies over the existing Rosa Freedman Centre which is a residential care home for the elderly. Permission for the demolition of the facility was granted through the 2014 Permission (Ref: F/04687/13) and the Phase 1A (North) RMA (Infrastructure RMA Ref:15/03312/RMA) (demolition would occur as part of the first sub-phase of the BXC Scheme).

The majority of vegetation within this area lies to the south of the corridor for the new road, with several trees along the northern boundary of the existing Claremont Park, many of which would be removed and replaced as per the Claremont Park proposals as approved for Phase 1A (North). Minimal shrubs and individual trees lie within the corridor for the new road itself.

Proposed Development

The Phase 1A (South) RMA seeks approval for approximately half the length (approximately 160m) of the proposed Claremont Park Road, being the section that starts from the existing Claremont Road in the east to a position approximately half way across the Industrial Park and Claremont Park, as shown in **Figure 1**, known as Claremont Park Road (Part 1). The remaining section of Claremont Park Road (Part 2) would complete the road to the west, connecting ultimately to Spine Road North; detailed permission for this section would be sought via a separate RMA in a later phase of the BXC Scheme.

Claremont Park Road consists of a two-way single carriageway of 4.8m width plus 1.5m advisory cycle lanes on either side. It is classified as a secondary route (street) with associated pedestrian walkway (2.5m wide on the south and 4m wide on the north of the street), tree planting and street furniture.

A temporary turning head would be provided at the western extent of Claremont Park Road (Part 1) because Part 2 would not be delivered until Phase 2 South. In the interim this would allow non-articulated rigid vehicles up to a 12m long to turn and exit the street in a forward gear.

In the completed BXC Scheme, Claremont Park Road would provide access to residential buildings in the Market Quarter Zone north of Claremont Park, and would provide a connection east to west from the proposed Spine Road North in the west to Claremont Avenue and Claremont Road in the east. Claremont Park Road (Part 1) lies adjacent to Plots 11 and 12.

School Lane

Existing Site Conditions

School Lane would be a new local road within Phase 1A (South) of the BXC Scheme, located immediately to the west of the existing Whitefield School between Clarefield Park and Claremont Road, as shown in **Figure 2**.

The corridor for the proposed School Lane currently comprises the existing eastern proportion of Clarefield Park, residential properties fronting Whitefield Avenue and hardstanding in the form of a carpark between the two high-rise residential buildings of Whitefield Estate.

The route corridor contains vegetation in the form of informal park land at Clarefield Park, private gardens on Whitefield Avenue and communal landscaping around Whitefield Estate. The loss of vegetation across the BXC Scheme, including the loss of Clarefield Park, was assessed within the Section 73 Environmental Statement (ES) submitted in 2013, and re-assessed within the Revised Further Information Report submitted in June 2015 alongside the Phase 1A (North) RMA. Replacement habitats and public and private amenity space would be provided elsewhere within the BXC Scheme.

Proposed Development

School Lane would be located within the Eastern Lands Zone of the BXC Scheme; linking Market Square and Claremont Road. It would start from the proposed new road Claremont Avenue which would run north to south from Claremont Road (Clitterhouse Playing Fields) to Tiling Road. The junction of School Lane with Claremont Avenue would lie one block north of Clitterhouse Playing Fields and School Lane would lie opposite the junction of High Street South (East Works) with Claremont Avenue at an intersection. School Lane would then continue east past the new school and education centre and health centre to eventually meet Whitefield Street.

School Lane would consist of a two-way single carriageway (6.4m wide) classified as a tertiary route (minor street), pedestrian pathway with hard planting running along either side of the road (4m wide on northern and 3m wide on southern footway) and associated street furniture with a dedicated cycle route parallel to the road. Two bus stops are shown indicatively on the plans, one on either side of the road, because details of the proposed end-state are not yet determined. For the end state this road has been designed for all vehicles to use; however, consideration has been given to making it a bus-only route which could be altered in the future if required. At the bus stops a pedestrian crossing over the cycleway would be provided.

School Lane consists general vehicle access in the interim Phase 1 State and would connect to the existing Claremont Road until the wider scheme is implemented.

Environmental Impact Assessment

Waterman Infrastructure and Environment Ltd has undertaken a review of the baseline conditions and detailed design of the proposed Phase 1A (South) road developments as summarised above. Based on this information, our existing knowledge of the BXC Scheme and environmental assessment work completed to date, we conclude that both pieces of highway infrastructure (namely School Lane and Claremont Park Road (Part 1)) have been adequately assessed under the existing submitted environmental information. Specifically, these roads have been included within the site-wide highways network included within the transport modelling and environmental impact assessments (EIA) completed for the 2014 Permission, and more recently updated for the Phase 1A (North) RMA which included a full update of the site-wide assessment as provided in the Revised Further Information Report (Revised FIR) submitted in June 2015 to LBB.

Because the detailed design of these roads remain within the parameters and principles of the 2014 Permission (as confirmed in the '*Phase 1A South RMA Explanatory Report*') and because the road network layout and traffic flow data remain valid as per the Detailed Design Model (DDM) used within the Revised FIR in 2015, we conclude that further environmental assessment is not required.

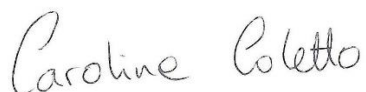
Conclusion

As described above, following a review of the Phase 1A (South) detailed design proposals, we confirm that the proposed highway network as included in the 2014 Permission (Ref: F/04687/13) and as assessed within the Revised FIR for Phase 1A (North) RMAs, accurately represents the two proposed local road developments and does not require an update to the network layout, traffic flows or maximum parameters. The environmental assessment provided within the Revised FIR which represents the latest EIA to date based on the outline masterplan design, as per the Section 73 ES and the Phase 1A (North) detailed design updates, therefore remains valid and applicable for consideration in the decision making process for Phase 1A (South) RMA.

The detailed designs of the Phase 1A (South) road developments, namely Claremont Park Road (Part 1) and School Lane, are not predicted to give rise to any new or different likely significant environmental impacts from those previously identified within the Section 73 ES and Revised FIR for the BXC Scheme. Therefore no additional environmental assessment has been carried out and the aforementioned EIA reports should be considered in respect of this RMA.

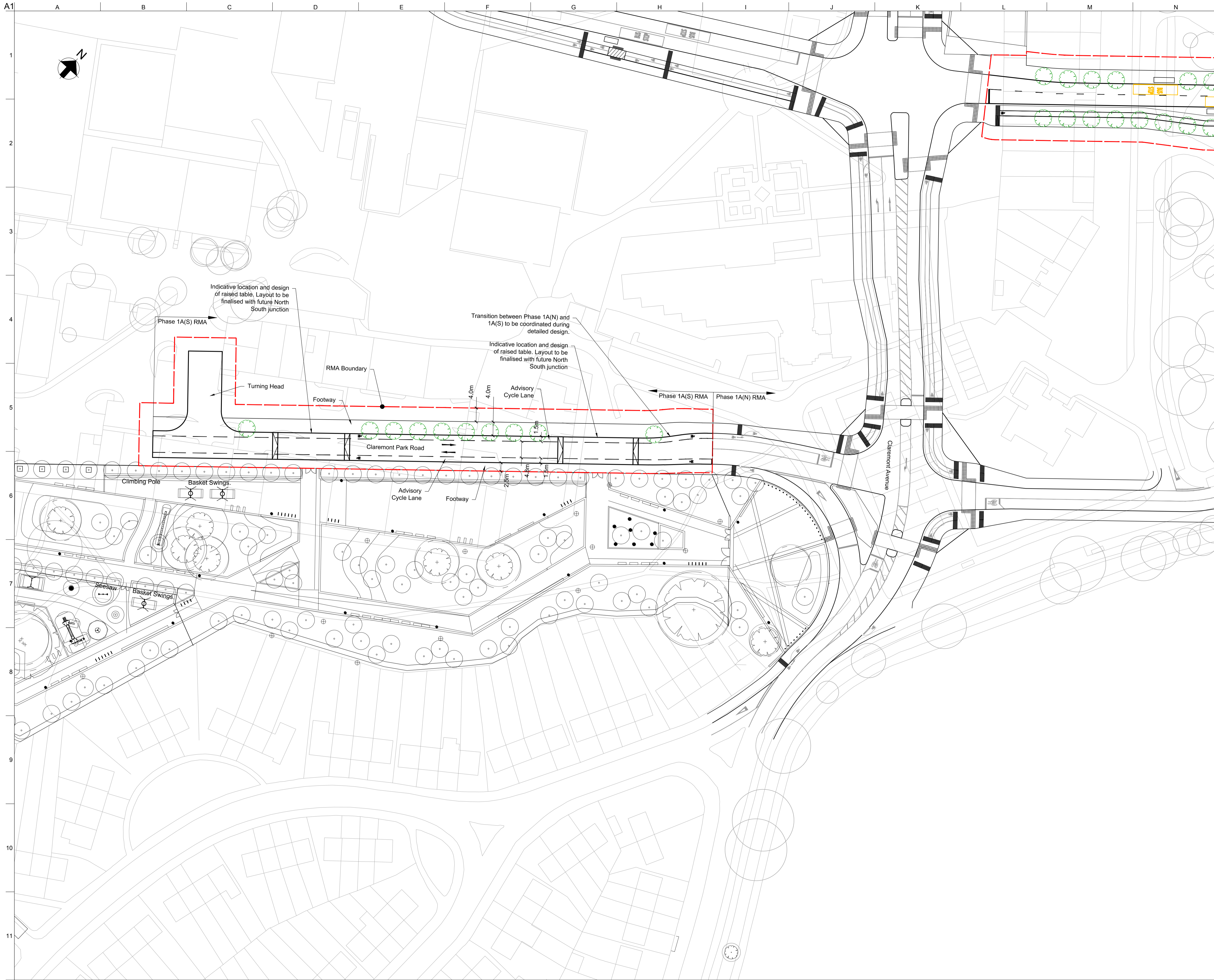
If you have any queries on the information contained herein please do not hesitate to contact us.

Yours sincerely



Caroline Coletto
Principal Consultant
For and On Behalf of Waterman Infrastructure and Environment

Enclosed:
Figure 1. Claremont Park Road (Part 1) GA
Figure 2. School Lane GA



- Notes:
- All dimension, chainages, levels and coordinates are in meters unless otherwise stated.
 - This drawing is to be read in conjunction with project health and safety file for any identified potential risks.
 - Phase 1A(N) Highway alignment is based on URS drawing: BXC-URS-ZZ-HW-M2-CE-00002 P24
 - Landscaping Masterplan is based on 649_07_019_Phase 1 Indicative Layout Plan_P9

P04	22/10/15	JJ	TM	TM
For Information				
P03	20/10/15	JJ	TM	TM
For Information				
P02	16/10/15	JJ	TM	TM
For Information				
P01	09/10/15	JJ	TM	TM
For Information				
Issue	Date	By	Chkd	Appd

ARUP

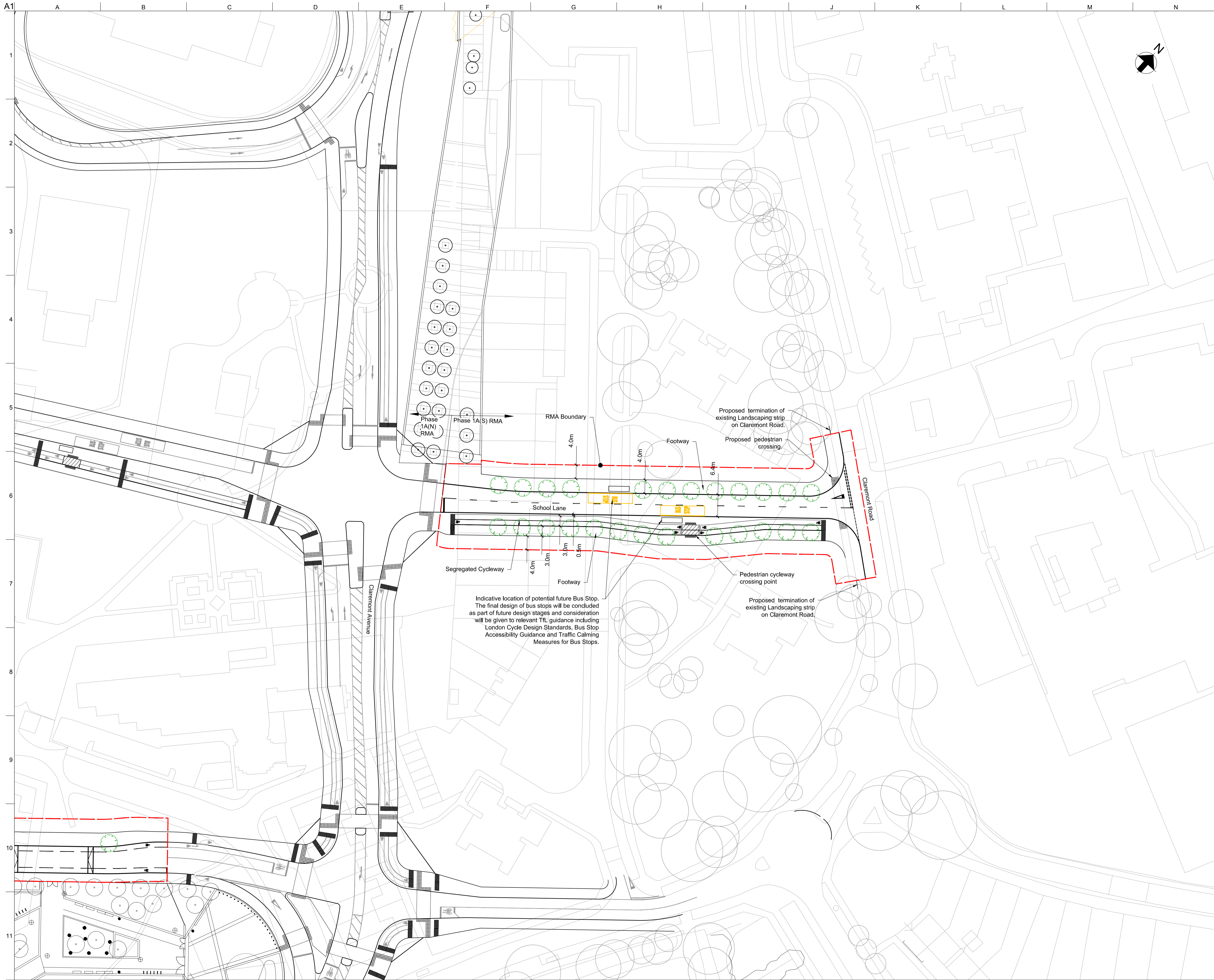
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Client
 Job Title
**Brent Cross
 Cricklewood**




**Brent Cross Phase 1A South
 Claremont Park Road (Part 1)
 General Arrangement**

Scale at A1	1:500	Scale at A3	1:1000
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Job No	Drawing Status		
245526	For Information		
Drawing No	Issue		
BXC-ARP-00-XX-DR-C-7001	P04		



- Notes:
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Key:

 Proposed Bus Stop

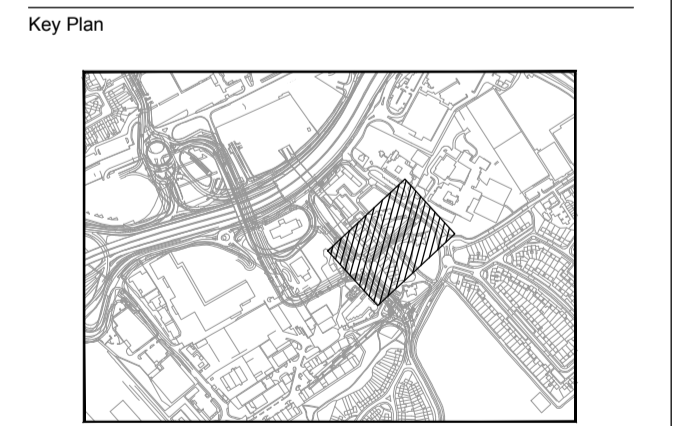
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P02	16/10/15	JJ	TM	TM
For Information				
P01	09/10/15	JJ	TM	TM
For Information				
Issue	Date	By	Chkd	Appd

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Client

Job Title
**Brent Cross
 Cricklewood**



**Brent Cross Phase 1A South
 School Lane
 General Arrangement**

Scale at A1 1:500 Scale at A3 1:1000

Discipline No default available

Job No **245526** Drawing Status **For Information**

Drawing No **BXC-ARP-00-XX-DR-C-7002** Issue **P04**