

Appendix 2 – Analysis of Scheme Compliance with Regional and Local Planning Policy

Table 2.1: Analysis of the proposals compliance with London Plan (July 2011) Policies¹

| Policy | Content Summary | Extent of compliance and comment |
|---|--|---|
| Policy 1.1 (Delivering the strategic vision and objectives for London) | Strategic vision and objectives for London including managing growth and change in order to realise sustainable development and ensuring all Londoners are able to enjoy a good and improving quality of life. | Compliant: As a London Plan Opportunity Area, the approved scheme seeks to make the most of brownfield land to meet wider growth requirements in terms of housing, retail and commercial activities in a location accessible by a range of transport modes. It is considered that the revised scheme continues to achieve the relevant strategic requirements of this policy to demonstrate the need for a high density development. The creation of a new town centre accords with the Mayor's vision for BXC and his polycentric view for promoting the role of town centres, which will fulfil a void in the town centre hierarchy of the North London sub region. |
| Policy 2.6 (Outer London: vision and strategy); Policy 2.7 (Outer London economy) Policy 2.8 (Outer London: transport) | Work to realise the full potential of outer London. Seek to address constraints and opportunities in the economic growth of outer London. Recognise and address the orbital, radial and qualitative transport needs of outer London. | Compliant: The proposed development represents one of the most important opportunity areas in outer London. The BXC Opportunity Area represents a significantly underutilised area of accessible brownfield land in need of regeneration and provides the opportunity to provide a major metropolitan town centre with the associated economic benefits and employment opportunities that will serve a large part of north London. Hence, it is considered that the proposals respect its suburban location whilst maximising the development potential of the area. As a strategic transport location in North West London, in close proximity to major rail and road routes, it is considered that the proposal successfully achieves a 'gateway' status through integrating land use and transport; ensuring that rail, bus and other transport networks function better as integrated systems. In particular, new strategic transport infrastructure will include a new Cricklewood railway station and significant improvements to the M1 and A406 junctions. |
| Policy 2.13 (Opportunity Areas and Intensification Areas) | Support the strategic policy directions for the opportunity areas, and where relevant, in adopted opportunity area planning frameworks Seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where | Compliant: The BXC site is identified as a London Plan Opportunity Area and is proposed to become a major metropolitan town centre serving North London. The site has significant capacity for regeneration through the delivery of new housing, commercial and other development, linked to existing or improved public transport accessibility. |

¹ These policies have been reviewed against any updates contained within the Mayor's Draft Further Alterations to the London Plan (January 2014)

| Policy | Content Summary | Extent of compliance and comment |
|---|---|---|
| | <p>appropriate, contain a mix of uses</p> <p>Contribute towards meeting (or where appropriate, exceeding) the minimum guidelines for housing and/or indicative estimates for employment capacity</p> <p>Support wider regeneration, including in particular improvements to environmental quality, and integrate development proposals to the surrounding areas especially for regeneration.</p> | |
| <p>Policy 2.14 (Areas for regeneration)</p> | <p>Boroughs should identify spatial areas for regeneration and spatial policies to bring together regeneration, development and transport proposals with improvements in learning and skills, health, safety, access, employment, environment and housing.</p> <p>The loss of housing, including affordable housing should be resisted in individual regeneration areas unless it is replaced by better quality accommodation, providing at least an equivalent floorspace.</p> | <p>Compliant: The BXC site is identified as a London Plan Opportunity Area (See Policy 1.1 above) in need of comprehensive regeneration and capable of accommodating significant housing, jobs and community infrastructure.</p> <p>It is considered that the proposal achieves the relevant strategic requirements of this policy to demonstrate the need for a high density development, including the provision of approximately 7,500 new homes in a sustainable mixed use town centre. The Living Bridge will better integrate areas to the south of the A406 in the improved town centre & facilities to the north. The proposals provide for upgrade and expansion of available educational facilities; health facilities; leisure and police accommodation.</p> |
| <p>Policy 2.16 (Strategic outer London development centres)</p> | <p>The Mayor and boroughs should identify, develop and promote strategic development centres in outer London or adjacent parts of inner London with one or more strategic economic functions of greater than sub regional importance.</p> <p>The Mayor will work with boroughs and other partners to develop and implement planning frameworks and/or other appropriate spatial planning and investment tools that can effect positive change to realise the potential of strategic outer London development centres.</p> | <p>Compliant: The BXC S73 scheme has been developed in accordance with the 2005 Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework which was adopted as an SPG (by LB Barnet) and an OAPF (by the Mayor).</p> |
| <p>Policy 2.18 (Green infrastructure: the network of open and green spaces)</p> | <p>Development proposals should protect, promote, expand and enhance London's green infrastructure.</p> | <p>Compliant: The proposals are expected to deliver a range of green infrastructure, including enhancements to existing open spaces and the creation of new open spaces, an increase of approximately 9 hectares of open space net including natural areas. A range of open spaces are proposed and improvements are made to existing open spaces such as Clitterhouse Playing Fields.</p> <p>A network of cycle and pedestrian routes will be</p> |

| Policy | Content Summary | Extent of compliance and comment |
|---|--|---|
| | | <p>provided which will link areas of open space.</p> <p>The S73 application includes some revisions to open space proposals in comparison to the consented scheme and continues to meet the policy requirement.</p> |
| <p>Policy 3.1 (Ensuring equal life chances for all)</p> | <p>Development proposals should protect and enhance facilities and services that meet the needs of particular groups and communities. Proposals involving loss of these facilities without adequate justification or provision for replacement should be resisted.</p> | <p>Compliant: It is considered that the impact of the development on existing social infrastructure provision has been appropriately considered and that the proposed provision will be adequate to meet forecasted need in accordance with this policy.</p> <p>The Social Infrastructure Report Addendum (BXC10) concludes that the facilities provided as part of 2010 Permission continue to be appropriate, including:</p> <ul style="list-style-type: none"> • Community facilities – 3,086 sq m • Healthcare facilities (including primary health centre) – 4,150sqm • Education facilities (including the replacement of Whitefield and Mapledown Schools and the replacement of Claremont Primary School); • Increase in open space provision <p>The approach to social infrastructure has been revised as part of the S73 application to take account of changed circumstances since 2010. This has been explained within the ES and a revised mitigation strategy is considered as part of the application.</p> |
| <p>Policy 3.2 (Improving health and addressing health inequalities)</p> | <p>New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.</p> | <p>Compliant: The design of the development has been influenced by the desire to create a healthy residential environment. The proposal is found to be compliant with the objectives of this policy.</p> <p>It is considered that the improvements proposed through the quality of building design and construction and the environment and public realm will make a significant contribution towards improving health and well being, together with the provision of new community facilities, such as a new primary school, a secondary and special needs school upgrade and a new primary health centre.</p> <p>Provision of new open space and play areas (including some early in Phase 1), such as the improvements to Clitterhouse Playing Fields (Part 1 excluding Nature Park) and Claremont Park, will also provide opportunities for higher levels of physical activity in accordance with policy requirements.</p> <p>The S73 is considered to comply with the policy.</p> |

| Policy | Content Summary | Extent of compliance and comment |
|---|--|--|
| Policy 3.3 (Increasing housing supply) | Boroughs should seek to achieve and exceed the relevant minimum borough annual average housing target. For Barnet the target is 22,550 over the next 10 years with an annual monitoring target of 2,255. | Compliant: The BXC application includes approximately 7,500 housing units which will make a substantial contribution to meeting both London and Borough Targets. This remains unaltered within the S73 proposals. |
| Policy 3.4 (Optimising housing potential) | Development should optimise housing output for different types of location taking into account local context and character, the London Plan design principles and public transport capacity. Proposals which compromise this policy should be resisted. | Compliant: The scheme is considered into be in accordance with the relevant criteria of this policy The permission requires a comprehensive approach to creating a new mixed use urban town centre for Barnet. New housing is proposed in appropriate locations in terms of transport accessibility, mix of uses and proposed social infrastructure. This remains essentially unaltered within the S73 proposals from the 2010 Permission. |
| Policy 3.5 (Quality and design of housing developments) | Housing developments should be of the highest quality internally, externally and in relation to their context and wider environment, taking account of the policies in the London Plan. The design of all new housing should incorporate the London Plan minimum space standards and enhance the quality of local places, taking account of physical context, local character, density, tenure and land use mix and relationships with and provision of spaces. | Compliant: The development will maximise the potential of the site in accordance with this policy. The development achieves densities in accordance with the upper ranges of the London Plan density matrix whilst creating a quality environment that will have positive impacts on the deprived neighbourhoods that surround them. The urban design framework and the design principles that underpin the BXC scheme fulfil the criteria of this policy in relation to local context and character. |
| Policy 3.6 (Children and young people's play and informal recreation facilities) | New housing should make provision for play and informal recreation based on the child population generated by the scheme and an assessment of future needs. | Compliant: The distribution of play areas and spaces expressed in the PROSS, Design and Access Statement and Design Guidelines as approved in 2010 and updated as part of the S73 application are based on a play strategy which accords with policy. The LPA considers that the provision of play space is acceptable. |
| Policy 3.7 (Large Residential Developments) | Proposals for large residential developments including complementary non-residential uses are encouraged in areas of high public transport accessibility. Those on sites of over five hectares or capable of accommodating more than 500 dwellings should be progressed through an appropriately plan-led process to co-ordinate, where necessary, provision of social, environmental and other infrastructure and to create neighbourhoods with a distinctive character, sense of local pride and civic identity in line with Chapter 7. The planning of these areas should take | Compliant: Since being identified as a London Plan Opportunity Area, the BXC proposals have been subject to an iterative plan-led process since work commenced upon the Cricklewood, Brent Cross, West Hendon Development Framework SPG in 2005. This was a result of close partnership working between London Borough of Barnet, the Greater London Authority, the BXC Development Partners and other stakeholders. Proposals have been subject to a number of rounds of consultation and engagement with the local community. The S73 proposals included a pre-application with local people in Summer 2013. Further details are contained within the Applicant's Statement of Community Engagement and Section |

| Policy | Content Summary | Extent of compliance and comment |
|---|---|---|
| | place with the engagement of local communities and other stakeholders. | 4/Appendix 2 of the Committee Report. |
| 3.8 (Housing choice) | <p>Londoners should have a genuine choice of homes that they can afford and which meet their requirements, inter alia:</p> <ul style="list-style-type: none"> • New developments should offer a range of housing sizes and types. • All new housing should be built to Lifetime Homes standard. • 10% of new housing is designed to be wheelchair accessible, or easily adaptable for wheelchair users. | <p>Compliant: In accordance with the 2010 consent, the S73 proposals propose a range of housing types and tenures that will achieve Lifetime Home standards as set out in Appendix 6 of the DSF.</p> <p>10% of units will be capable of adaptation to wheelchair standards. It is considered that all relevant criteria are met.</p> |
| <p>Policy 3.9 (Mixed and Balanced Communities);</p> <p>Policy 3.10 (Definition of Affordable Housing)</p> <p>Policy 3.11 (Affordable Housing Targets)</p> <p>Policy 3.12 (Negotiating affordable housing on individual private residential and mixed use schemes);</p> <p>Policy 3.13 (Affordable housing thresholds)</p> | <p>Communities mixed and balanced by tenure and household income should be promoted across London.</p> <p>The maximum reasonable amount of affordable housing should be sought for individual schemes. Negotiations should take account of a site's specific individual circumstances, including viability, the availability of subsidy, requirements and targets for affordable housing, the need to promote mixed and balanced communities and the need to encourage residential development.</p> <p>Boroughs should normally require affordable housing provision a site which has capacity to provide 10 or more homes.</p> | <p>Compliant: The approach to affordable housing remains essentially unaltered in the S73 application although the increased numbers of residential units in Phase 1 means that some adjustments have been made so as to ensure that on-site provision is made within these units (previously there were no residential units in Phase 1 (North)) and that the minimum level of Affordable Housing across the development is maintained. Hence, it is considered that the proposed development is policy compliant through providing a range of affordable housing tenures and creating a mixed and socially balanced community.</p> <p>The s106 Agreement contains a viability review mechanism to be undertaken prior to each Phase (requiring LPA approval) which aims to ensure that the maximum reasonable amount of affordable housing is provided in each phase or sub phase.</p> <p>A guaranteed minimum of 15% Affordable Housing will be required across the Development (although in Phase 1 this will include a number of Affordable Housing Units made available to re-house relocating Whitefield Estate residents.) The level of further Affordable Housing over and above the minimum 15% provision in each Phase of the Development will thereafter be fixed by running the viability review mechanism at the time of approval of reserved matters for the relevant Phase. The review mechanism is designed to target the provision of 30% additional (i.e. over and above and replacement units for the Whitefield Estate) Affordable Housing across the Development but the drafting allows for and requires up to 50% (either in a Phase or across the Development) if it is viable applying the agreed review mechanism.</p> |

| Policy | Content Summary | Extent of compliance and comment |
|--|---|---|
| Policy 3.14 (Existing housing) | Loss of housing, including affordable housing, should be resisted unless the housing is replaced at existing or higher densities with at least equivalent floorspace. | <p>Compliant: In accordance with the approved scheme, the S73 proposals and LBB will provide replacement homes for all homes currently situated on the site which are to be demolished as part of the proposals.</p> <p>Furthermore, no demolition of existing housing to be replaced will take place until the new properties are ready for occupation and this will commence as part of Phase 1</p> <p>Densities for the proposed new housing exceed that of the current provision.</p> |
| Policy 3.16 (Protection and enhancement of social infrastructure) | Development proposals which provide high quality social infrastructure will be supported in light of local and strategic needs assessments. Proposals which would result in a loss of social infrastructure in areas of defined need for that type of social infrastructure without realistic proposals for re-provision should be resisted. | <p>Compliant: It is considered that the impact of the development on existing social infrastructure provision has been appropriately considered and that the proposed provision will be adequate to meet forecasted need in accordance with this policy.</p> <p>The Social Infrastructure Report Addendum (BXC10) concludes that the facilities provided within the 2010 Permission continue to be appropriate, including:</p> <ul style="list-style-type: none"> • Community facilities – 3,086 sq m • Healthcare facilities (including primary health centre) – 4,150sqm • Education facilities (including the replacement of Whitefield and Mapledown Secondary Schools and the replacement of Claremont Primary School); • Increase in open space provision |
| Policy 3.17 (Health and social care facilities) | Development proposals which provide high quality health and social care facilities will be supported in areas of identified need, particularly in places easily accessible by public transport, cycling and walking. Where local health services are being changed, the Mayor will expect to see replacement services operational before the facilities they replace are closed, unless there is adequate justification for the change. | <p>Compliant: The design of the development has been influenced by the desire to create a healthy residential environment. .</p> <p>It is considered that the revised proposals will ensure high quality building design and construction, as well as a high quality environment and public realm. This will make a significant contribution towards improving health and well being, together with the provision of new community facilities, such as a new primary school, a secondary school upgrade and a new primary health centre.</p> <p>Provision of new open space and play areas such as the improvements to Clitterhouse Playing Fields and Claremont Park will also provide opportunities for higher levels of physical activity in accordance with policy requirements.</p> <p>Therefore, the S73 proposals are considered to be compliant with the objectives of this policy.</p> |

| Policy | Content Summary | Extent of compliance and comment |
|--|--|--|
| Policy 3.18 (Education facilities) | Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing facilities or change of use to educational purposes. | Compliant: The S73 scheme continues to make provision for replacement and improved educational facilities which provide the capacity that will be required for the proposed development, including the replacement of Whitefield and Mapledown Schools within a new education campus in the Eastern Lands zone, and the replacement of Claremont Primary School. Further requirement has been identified through the S73 application for an additional 3FE primary school with capacity identified within the education campus to accommodate this additional provision. |
| Policy 3.19 (Sports Facilities) | Development proposals that increase or enhance the provision of sports and recreation facilities will be supported. | Compliant: It is considered that there will be a substantial improvement to the quality of sports facilities, resulting from the planned improvements to Clitterhouse Playing fields, a replacement leisure centre, as well as other new and enhanced open spaces. Furthermore, dedicated walk and cycleways (Riverside Park and Living Bridge) will encourage walking and cycling activity. These principles remain essentially unaltered within the S73 application from the 2010 Planning Permission. |
| Policy 4.1 (Developing London's economy) | The Mayor will work with partners to, inter alia,: <ul style="list-style-type: none">• promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London• drive London's transition to a low carbon economy• support and promote outer London | Compliant: BXC will provide a range of employment opportunities as a result of the diverse mix of uses proposed. In total, the development is forecast to provide for around 25,000 new jobs. This significantly enhances opportunities beyond those currently available at the site and is supplemented by an array of initiatives which seek to ensure that sufficient training and access to these jobs is provided for the local community. The creation of a sustainable new town centre accords with the Mayor's vision for BXC and his polycentric view for promoting the role of town centres, which will fulfil a void in the town centre hierarchy of the North London sub region. These proposals remain unaltered within the S73 application. |
| Policy 4.2 (Offices) Policy 4.3 (Mixed use development and offices) | Should support mixed use development and redevelopment of office provision to improve London's competitiveness and to address the wider objectives of this Plan, including enhancing its varied attractions for businesses of different types and sizes including small and medium sized enterprises | Compliant: The development provides for approximately 395,297 sq m of office floorspace. The majority of the office floorspace will be in the Station Quarter adjacent to the new train station, and 5,396 sq m of office floorspace is proposed within the Brent Cross East Zone provided in mixed use plots with active frontages at street level. These proposals remain unaltered within the S73 |

| Policy | Content Summary | Extent of compliance and comment |
|--|--|---|
| | | application. |
| <p>Policy 4.5 (London's visitor infrastructure)</p> | <p>The Mayor will, and boroughs should support London's visitor economy and stimulate its growth. Beyond the CAZ new visitor accommodation should be focused in town centres and opportunity and intensification areas.</p> <p>Developments should:</p> <ul style="list-style-type: none"> • Contribute towards hotel provision target and ensure at least 10 per cent of bedrooms are wheelchair accessible; • Be consistent with the strategic location principles; • Not result in loss of strategically important hotel capacity. | <p>Compliant: The BXC proposals development includes the provision of approximately 31,722 m2 of hotel accommodation as part of the new mixed use town centre development.</p> <p>These proposals remain unaltered within the S73 application.</p> |
| <p>Policy 4.6 (Support and enhancement of arts, culture , sport and entertainment)</p> | <p>Developments should:</p> <ul style="list-style-type: none"> • fulfil the sequential approach and where necessary, complete an impact assessment • be located on sites where there is good existing or planned access by public transport • be accessible to all sections of the community, including disabled and older people • address deficiencies in facilities and provide a cultural focus to foster more sustainable local communities. | <p>Compliant: The development will include a range of restaurants, cinemas and other leisure activities which are designed to bring life to the area both through the daytime and into the evenings, in a location with high PTAL ratings. A planning obligation will require payments for investment in the provision of public realm improvements including public art.</p> <p>These proposals remain unaltered within the S73 application.</p> |
| <p>Policy 4.7 (Retail and town centre development)</p> <p>Policy 4.8 (Supporting a successful and diverse retail sector)</p> | <p>The following principles should be applied:</p> <ul style="list-style-type: none"> • the scale of retail, commercial, culture and leisure development should be related to the size, role and function of town centre and its catchment • retail, commercial, culture and leisure development should be focused on sites within town centres • proposals for new, extensions to existing, edge or out of centre development will be subject to an assessment of impact. | <p>Compliant: The development will provide a new mixed use town centre for Barnet which will provide a full range of town centre uses in accordance with up to date development plan policy. BXC is the most sustainable location to meet the retail needs of the area, as set out in the London Plan, and Development Plan. BXC06 Retail Report Addendum demonstrates through an impact assessment that that the proposals will have no harmful impact upon the role and function of existing shopping centres within the catchment area, and will not prejudice any planned or committed investment. Furthermore, the scale of retail permitted is considered appropriate and remains unaltered within the S73 application.</p> |
| <p>Policy 4.11 (Encouraging a connected</p> | <p>The Mayor will: Facilitate the provision and delivery of</p> | <p>Compliant: Under Condition 33.3 of the consented scheme prior to or coincident with the submission of the first Reserved Matters application within any</p> |

| Policy | Content Summary | Extent of compliance and comment |
|--|---|--|
| economy) | <p>the information and communications technology (ICT) infrastructure a modern and developing economy needs, particularly to ensure adequate and suitable network connectivity (including well designed and located street-based apparatus), data centre capability, suitable electrical power supplies and security and resilience</p> <p>Support the use of information and communications technology to enable easy and rapid access to information and services and support ways of working that deliver wider planning, sustainability and quality of life benefits.</p> | Phase or Sub-Phase a Telecommunications Statement shall be submitted to and approved by the LPA for the relevant Phase or Sub-Phase to set out a plan for telecommunications infrastructure required to support development. This condition remains unaltered within the S73 scheme. |
| Policy 4.12 (Improving opportunities for all) | Strategic development proposals should support local employment, skills development and training opportunities. | Compliant: Approximately 25,000 new jobs are predicted to be created as part of the development. The developers will commit to developing and implementing Employment and Skills Action Plans to enable local people to take full advantage of the jobs created. |
| Policy 4.8 (Supporting a successful and diverse retail sector) | Supporting district, neighbourhood and local retail areas. | <p>Compliant: The development will provide a new mixed use town centre for Barnet which will provide a full range of town centre uses in accordance with up to date development plan policy. Retail provision is designed so that town centre activities north and south of the North Circular complement each other.</p> <p>The S73 proposal for the Living Bridge and revised layouts to the North and South of the A406 are considered to improve connectivity on both sides of the development, acting as a catalyst for the comprehensive development of a new metropolitan town centre.</p> <p>Furthermore, the impact assessment undertaken in support of the Section 73 application (BXC06 Retail Report Addendum) concludes that the proposals will have no significant impact upon the role and function of existing shopping centres within the catchment area, and will not prejudice any planned or committed investment.</p> |
| Policy 5.1 (Climate change mitigation); Policy 5.2 (Minimising carbon dioxide emissions); | <p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the energy hierarchy.</p> <p>The Mayor will seek to ensure that developments meet the following target for CO₂ emissions, which is expressed as year improvements on the 2010 Building Regulations:</p> <p>2010 to 2013: 25% (Code for Sustainable Homes level 4);</p> | <p>Compliant: The development includes a range of climate change mitigation measures based on the Energy and Sustainability Strategies which have informed the application. Therefore, the development is considered to be in accordance with this policy and the planning conditions and obligations will where appropriate require the development to comply with relevant changing targets.</p> <p>The commitment (subject to feasibility) to fuel the CHP with a refuse derived fuel from the Waste Handling Facility (WHF) and to link it with the</p> |

| Policy | Content Summary | Extent of compliance and comment |
|--|---|--|
| | Major development proposals should include a comprehensive and appropriately detailed energy assessment to demonstrate how these targets are to be met within the framework of the energy hierarchy (Be lean, be clean, be green). | District Heating Network, have the potential to contribute substantially to carbon reduction targets. The performance standards of the buildings on-site will also be maximised in order to reduce carbon dioxide emissions from the Scheme. Specifically, residential buildings will achieve Code for Sustainable Homes Level 4 with commercial buildings achieving BREEAM 'Very Good'. |
| Policy 5.3 (Sustainable design and construction) | Development proposals should demonstrate that sustainable design standards are integral to the proposal, considered from the start of the process and meet the requirements of the relevant guidance. | Compliant: It is considered that the development will be designed to maximise the use of land close to existing public transport and planned new transport investment. Residential buildings will achieve Code for Sustainable Homes Level 4 with commercial buildings achieving BREEAM 'Very Good'. See Policy 5.1 and 5.2 for the commitment to link the WHF to the District heating Facility. See Policy 5.1 and 5.2 for building performance standards. |
| Policy 5.6 (Decentralised energy in development proposals) | Development should evaluate the feasibility of combined heat and power (CHP) systems and where they are appropriate also examine the opportunities to extend the system beyond the site boundary. Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling. | Compliant: The BXC planning application includes provision for CHP(s). There will be a phased approach to the provision of this network with the potential to connect all plots – with the possible exception of those at the southern extremity of the development – as future phases are brought forward. As stated in Policy 5.3, there is commitment to fuel the CHP with a refuse derived fuel from WHF and to link it with the District Heating Network (subject to stakeholder agreement and feasibility). |
| Policy 5.7 (Renewable energy); Policy 5.9 (Overheating and cooling) | Within the framework of the energy hierarchy proposals should provide a reduction in expected carbon dioxide emissions through the use of on-site renewable energy generation where feasible. Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved. | Compliant: The S73 proposed development continues to promote (subject to stakeholder agreement and feasibility) the treatment of residual (non-recyclable) waste to create a renewable fuel source for use in a combined heat and power (CHP) plant. This CHP plant will provide heat through a district heating network and power to the site, thereby creating a virtuous circle of energy and waste, which achieves significant reduction in carbon emissions via a locally generating renewable source. This will fully comply with this policy and aim to reduce carbon dioxide levels beyond the 20% policy target. |

| Policy | Content Summary | Extent of compliance and comment |
|---|---|--|
| <p>Policy 5.10 (Urban greening); Policy 5.11 (Green roofs and development site environs)</p> | <p>Development proposals should integrate green infrastructure from the beginning of the design process to contribute to urban greening.</p> <p>Proposals should be designed to include roof, wall and site planting to deliver as wide a range of the objectives associated with such planting as possible.</p> | <p>Compliant: The development contains an increase of approximately 9 hectares of open space/public realm which will significantly contribute to the urban greening of BXC. This includes the provision of a range of spaces such as Nature Parks, City Gardens, Riverside Parks and Community Parks. It also includes improvements to existing open spaces such as Clitterhouse Playing Fields.</p> <p>A network of cycle and pedestrian routes, and green corridors will be provided which will link areas of open space.</p> <p>Overall it is estimated that 750 trees will be planted, which represents a significant increase in the number of trees within the application site.</p> |
| <p>Policy 5.12 (Flood risk management); Policy 5.13 (Sustainable drainage)</p> | <p>Proposals must comply with the flood risk assessment and management requirements of set out in the NPPF and supporting Technical Guidance.</p> <p>Proposals should utilise sustainable urban drainage systems (SUDS) unless there are practical reasons for not doing so and should aim to achieve Greenfield runoff rates and ensure that surface water runoff is managed as close to its source as possible. Drainage should be designed and implemented in ways that deliver other objectives of the London Plan.</p> | <p>Compliant: The proposals have been based on a comprehensive flood risk assessment that has been accepted by the Environment Agency. It is considered that the application complies with this policy.</p> <p>The development includes 25% reduction in surface water runoff against the current 1:100 year return flow plus 30% for climate change. A range of sustainable urban drainage systems are proposed as part of the SUDS strategy to be submitted and approved under conditions 1.27 and 44.5.</p> |
| <p>Policy 5.14 (Water quality and wastewater infrastructure) Policy 5.15 (Water use and supplies)</p> | <p>Proposals must ensure that adequate waste water infrastructure capacity is available in tandem with development.</p> <p>Development should minimise the use of mains water and conserve water resources.</p> | <p>Compliant: The development will comply with all relevant criteria.</p> <p>A 105 litres per day water use target will be sought for residential buildings in accordance with condition 33.2. Commitments have been made for rain water harvesting and promoting the use of grey water recycling.</p> |
| <p>Policy 5.16 (Waste self-sufficiency)</p> | <p>The Mayor will work with London boroughs and waste authorities, and other stakeholders to:</p> <ul style="list-style-type: none"> • manage as much of London's waste within London as practicable, working towards managing the equivalent of 100 per cent of London's waste within London by 2031 • create positive environmental and economic impacts from waste processing • work towards zero biodegradable or recyclable waste to landfill by 2031. | <p>Compliant: The existing Hendon waste transfer station will be replaced by the WHF (see condition 41.2 of the consented scheme). Facilities will be provided to enable the recycling or composting of at least 40% of household waste by means of dedicated separation and storage and/or use of an underground waste collection system (which may terminate at the WHF) and the provision of facilities to enable the recycling or composting of at least 60% of commercial and industrial waste by weight, with a target of 70% by 2026.</p> |

| Policy | Content Summary | Extent of compliance and comment |
|--|---|--|
| Policy 5.17 (Waste capacity) | <p>Suitable waste and recycling facilities are required in all new development.</p> <p>Existing waste sites should be protected and their use maximised.</p> | <p>Compliant: The existing Hendon waste transfer station will be replaced by the WHF (see particularly condition 41.2). Facilities will be provided to enable the recycling or composting of at least 40% of household waste by means of dedicated separation and storage and/or use of an underground waste collection system (which will terminate at the WHF) and the provision of facilities to enable the recycling or composting of at least 60% of commercial and industrial waste by weight, with a target of 70% by 2026.</p> |
| Policy 5.21 (Contaminated land) | <p>Appropriate measures should be taken to ensure that contaminate land does not activate or spread contamination.</p> | <p>Compliant: The development will be carried out on land where a variety of industrial activities have taken place and the likelihood of contamination will be high in these locations. As with the 2010 Permission, planning conditions and obligations require investigation and effective mitigation of any contamination at appropriate stages of delivering the phased development.</p> |
| <p>Policy 6.1 (Strategic approach);</p> <p>Policy 6.3 (Assessing effects of development on transport capacity)</p> | <p>The Mayor will work with all relevant partners to encourage the closer integration of transport and development.</p> <p>Streetspace managed to take account of the different roles of roads for neighbourhoods and road users in ways that support promoting sustainable means of transport.</p> <p>Development should ensure that impacts on transport capacity and the transport network are fully assessed. Proposals should not adversely affect safety on the transport network.</p> <p>Transport assessments, travel plans, construction and logistics plans and service and delivery plans should be prepared in accordance with the relevant guidance.</p> | <p>Compliant: The Consolidated Transport Assessment (TA) Report (BXC5) which forms part of the application documentation considers how transport-specific planning policies have been addressed. In summary it is considered that the transport facilities developed as a result of the implementation of the BXC development proposals will represent an improvement to the efficiency, safety, accessibility and sustainability of transportation in the area.</p> <p>The transport strategy includes a new railway station on the Midland Mainline and new road infrastructure to help alleviate congestion and allow for the improved bus movement through the site.</p> <p>This will include substantial junction improvements and new road links to assist in keeping traffic on strategic routes and keeping the network of local routes within the site suitable for pedestrian and cycle use.</p> <p>The delivery of this critical infrastructure is to be linked to detailed delivery programmes which must be approved in accordance with condition 5 prior to the commencement of the relevant phases of the development.</p> <p>A Framework Travel Plan (FTP) is submitted alongside the (TA), which sets out a framework for the submission of travel plans at a later stage, which will influence the future operation of phases and individual parcels of the development.</p> <p>A Framework Servicing and Delivery Strategy and Framework Construction Logistics Plan are also submitted.</p> <p>Phased Transport Reports will be submitted at the</p> |

| Policy | Content Summary | Extent of compliance and comment |
|--|--|--|
| | | start of each phase to ensure the impacts of the development continue to be within those predicted at the end-state within the Transport Assessment. |
| Policy 6.2 (Providing public transport capacity and safeguarding land for transport) | Development proposals that do not provide adequate safeguarding land for transport schemes (outlined Table 6.1 in the London Plan) should be refused. | Compliant: The proposed development fulfils this requirement by making land available (or using existing transport land more efficiently) to achieve a sustainable and integrated transport network including new and improved stations (such as a major new railway station on the Midland Mainline and replacement bus station). |
| Policy 6.4 (Enhancing London's transport accessibility). | The Mayor will work with strategic partners to improve the public transport system in London, including cross-London and orbital rail links to support future development and regeneration priority areas, and increase public transport capacity. | Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. The development includes substantial public transport improvements including new bus priority measures which have been agreed with TfL, new and improved primary bus routes through the development, a new and wider Templehof bridge,, including bus lanes, new MML link bridge, a new Midland Mainline rail station, and an improved replacement bus station plus a significant contribution towards Step Free Access at Brent Cross LUL Station. There is also a comprehensive range of improvements for disabled people, walkers and cyclists. |
| Policy 6.5 (Funding Crossrail and other strategically important transport infrastructure) | Contributions will be sought from developments to Crossrail and other transport infrastructure of regional strategic importance to London's regeneration and development. | Compliant: The BXC permission was granted prior to the Mayoral CIL which came into operation on the 1 April 2013. The S73 application is therefore not liable for any contribution to Crossrail. |
| Policy 6.7 (Better Streets and Surface Transport) | The Mayor will work with TfL and boroughs to implement London wide improvements to the quality of bus, bus transit and tram services. | Compliant: It is considered that the proposals include a comprehensive range of improvements for bus and rail users, including a major new railway station on the Midland Mainline and replacement bus station. |
| Policy 6.8 (Coaches) | The Mayor will work with all relevant partners to investigate the feasibility of developing a series of coach hubs or the potential for alternative locations for coach station facilities to provide easier access to the coach network, while retaining good access to central London for coach operators. | Compliant: There will be provision for coach drop-off and parking at the Brent Cross Shopping Centre and the existing coach stops on the A406 near to the A41 junction will be improved as part of the highway improvements. |

| Policy | Content Summary | Extent of compliance and comment |
|---|--|---|
| <p>Policy 6.9 (Cycling);</p> <p>Policy 6.10 (Walking)</p> | <p>Proposals should provide secure, integrated and accessible cycle parking facilities in line with minimum standards and provide on-site changing facilities for cyclists.</p> <p>Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space.</p> | <p>Compliant: The same amount of cycle parking as for the outline Consent in 2010, 9,125 spaces, is proposed as part of the S73 application, and adherence to minimum standards will be ensured through Reserved Matters Applications. A new bridge, the 'Living Bridge' is proposed in the S73 connecting Brent Cross main Square and Market Square for use by pedestrians and cyclists (which will also help to improve access on foot to the bus station),</p> <p>The Area Wide Walking and Cycling Study and the Pedestrian and Cycle Strategy will ensure that a network of cycle and pedestrian routes is provided on a phase by phase basis as part of the scheme, including appropriate links between the site and adjacent communities. The developers will be required to fund appropriate improvements and mitigation measures in the light of these studies, as well as the relevant transport reports and the monitoring strategy.</p> |
| <p>Policy 6.11 (Smoothing traffic flow and tackling congestion)</p> | <p>Take a coordinated approach to smoothing traffic flow and tackling congestion.</p> | <p>Compliant: The transport strategy is considered to provide the coordinated approach to transport in accordance with this policy. The strategy includes the improvement to the A41 / A406 junction and A5 / A406 / M1 junction, which are proposed to be undertaken in Phase 1A, which will help smooth traffic flow and ease congestion. The new road infrastructure will also help provide improved bus movement through the site as well as necessary facilities for pedestrians and cyclists. A variable message parking guidance and management system is proposed at the shopping centre which will help control the level of circulating traffic, congestion and emissions.</p> |
| <p>Policy 6.12 (Road Network Capacity)</p> | <p>In assessing proposals for increasing road capacity, the following criteria should be taken into account:</p> <p>a the contribution to London's sustainable development and regeneration including improved connectivity</p> <p>b the extent of any additional traffic and any effects it may have on the locality, and the extent to which congestion is reduced</p> <p>c how net benefit to London's environment can be provided</p> <p>d how conditions for pedestrians, cyclists, public transport users, freight and local residents can be improved</p> | <p>Compliant: The Consolidated Transport Assessment (TA) Report (BXC5) which forms part of the application documentation explains how transport-specific planning policies have been addressed. In summary it is considered that the transport facilities developed as a result of the implementation of the BXC development proposals will represent an improvement to the safety, accessibility and sustainability of transportation in the area.</p> <p>This includes the improvement to the A41 / A406 junction and A5 / A406 / M1 junction, which will help smooth traffic flow and ease congestion, helping to tackle environmental impacts. The strategy also provides freight facilities, improved bus movement through the site, improvements to the bus station, new train station and improvements to Brent Cross LUL station, as well as necessary facilities for</p> |

| Policy | Content Summary | Extent of compliance and comment |
|--|--|--|
| | e how safety for all is improved. | pedestrians and cyclists. |
| Policy 6.13 (Parking) | The maximum standards in the London Plan should be applied to planning applications and developments should also provide electrical charging points, parking for disabled people and cycle parking in accordance with the London Plan standards. Delivery and servicing needs should also be provided for. | <p>Compliant: The off street parking standards are considered to be policy compliant for all land uses except residential. However, the proposed provision has not changed from that agreed with TfL as part of the 2010 consent. Electric vehicle charging points will be provided to meet Mayoral standards. Disabled parking spaces will also generally be provided to the appropriate standard as part of Reserved Matters Applications and 9,125 cycle parking spaces are proposed, the same number as for the 2010 consented scheme; and the minor policy changes since can be addressed as part of Reserved Matters Applications.</p> <p>The parking levels proposed within the Scheme accord with the Mayoral standards. In line with London Plan policy the development will seek to reduce reliance upon the private car. One measure is to adopt a sliding scale to residential car parking standards, which will reduce from a ratio of 1:1 to toward 0.7 as the scheme evolves. This deviates from local policy, however, given the significant enhancements to public transport including, car clubs and an efficient walking and cycling network, it is not considered to result in an adverse impact.</p> <p>An overall Car Parking Management Strategy will be produced, as well as one for each Phase. There is also a mechanism for review of parking standards in the context of the Transport Reports in order to achieve the performance criteria set out in the Matrix and Transport Reports Schedule. In addition it is a requirement to produce a site wide delivery and servicing strategy, which will ensure these needs are efficiently provided for on a site-wide basis, including during the construction period.</p> |
| Policy 6.14 (Freight) Policy 6.15 (Strategic Rail Freight Interchanges) | <p>The Mayor will work with all relevant partners to improve freight distribution (including servicing and deliveries) and to promote movement of freight by rail and waterway.</p> <p>The provision of strategic rail freight interchanges should be supported,</p> | Compliant: The proposed development fulfils these requirements by making land available to achieve a new modern rail freight facility and, subject to the completion of a feasibility study, the creation of rail linked Construction Consolidation Centre/s. Furthermore, there is a commitment to the proposed modern rail-related Waste Handling Facility included as part of Phase 1 to replace the current Hendon Waste Transfer Station. A Framework Servicing and Delivery Strategy is also submitted. |
| Policy 7.1 (Building London's neighbourhoods and | In their neighbourhoods people should have a good quality environment in an active and supportive local community with the best possible access to services, infrastructure and public | Compliant: A key objective of the BXC scheme is to create a sustainable and balanced community. Residents will benefit from new community and social facilities as well as the wider town centre facilities, much improved integration with the |

| Policy | Content Summary | Extent of compliance and comment |
|---|--|--|
| communities) | <p>transport to wider London. Neighbourhoods should also provide a character that is easy to understand and relate to.</p> <p>The design of new buildings and the spaces they create should help reinforce or enhance the character, legibility, permeability and accessibility of the neighbourhood.</p> | <p>surrounding residential areas and public transport facilities.</p> <p>It is considered that proposals for a mix of local shops, restaurants, offices, community facilities and schools will provide a good quality of life for those who live, work or visit BXC.</p> <p>The illustrative scheme design, as demonstrated through the revised Design and Access Statement will provide a new town centre benefiting from high quality design, with a distinctive character. The proposals will improve the permeability and accessibility of this part of North London for pedestrians, cyclists and road users.</p> |
| Policy 7.2 (Inclusive environment) | <p>Design and Access Statements should explain how, the principles of inclusive design, including the specific needs of older and disabled people have been integrated into the proposed development, whether relevant best practice standards will be complied with and how inclusion will be maintained and managed.</p> | <p>Compliant: Home will be designed to achieve Lifetime Home standards as set out in Appendix 6 of the DSF. Furthermore, 10% of units will be capable of adaptation to wheelchair standards.</p> |
| Policy 7.3 (Designing out crime) | <p>Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.</p> | <p>Compliant: The relevant design principles are in accordance with this policy. The development incorporates the principles of "Secured by design", as set out in the Revised Design & Access Statement. Reserved Matters Applications will be expected to consider the detail of these aspects in accordance with the design principles.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals and will continue to be involved through the RMAs.</p> |
| <p>Policy 7.4 (Local character);</p> <p>Policy 7.5 (Public realm);</p> <p>Policy 7.6 (Architecture)</p> | <p>Buildings, streets and spaces should provide a high quality design response.</p> <p>Public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.</p> <p>Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.</p> | <p>Compliant: The urban design principles that underpin the BXC masterplan as set out in the Revised Design and Access Statement, Design Guidelines, DSF and Parameter Plans fulfil the key criteria of these policies to provide high quality buildings, streets and spaces. The development incorporates the principles of "Secured by Design".</p> |

| Policy | Content Summary | Extent of compliance and comment |
|--|---|---|
| Policy 7.7 (Location and design of tall and large buildings) | Tall and large buildings should not have an unacceptably harmful impact on their surroundings. | Compliant: The tallest buildings are proposed within and around Station Quarter and Market Quarter development zones, the central core of the regeneration area. Tall buildings in these central locations are considered to be acceptable in terms of their impact on their surroundings and in terms of high public transport accessibility of these locations once developed. Parameters and principles for the future design and impact of these individual tall and large-scale buildings have been carefully formulated in the DSF and Design and Access Statement to which the permission is tied and these parameters and principles are considered to be in accordance with the principles set out in the guidance contained in the adopted Development Framework (2005). |
| Policy 7.8 (Heritage assets and archaeology) | Development should identify value, conserve, restore, reuse and incorporate heritage assets where appropriate. Development affecting heritage assets and their settings should be conserve their significance, by being sympathetic to their form, scale, materials and architectural detail. New development should make provision for the protection of archaeological resources, landscapes and significant memorials. | Compliant: English Heritage has been consulted and consider the application acceptable subject to updates to condition 43.1, of which the LPA are in support. |
| Policy 7.11 (London View Management Framework); Policy 7.12 (Implementing the London View Management Framework) | Development will be assessed for its impact on the designated view if it falls within the foreground, middle ground or background of that view. | Compliant: The BXC proposals do not impact any of the designated views. |
| Policy 7.13 (Safety, security and resilience to emergency) | Proposals should contribute to the minimisation of potential physical risks and include measures to assist in designing out crime and terrorism. | Compliant: The development incorporates the principles of "Secured by design". The Police will continue to be consulted on such issues at the RMA stage. |
| Policy 7.14 (Improving air quality) | Proposals should: <ul style="list-style-type: none"> - Minimise increased exposure to existing poor air quality and make provision to address existing air quality problems. - Promote sustainable design and construction to reduce emissions from the demolition | Compliant: The application has been considered in the light of the assessment of air quality issues as part of the Environmental Statement and the whole EIA process. The emphasis under the permission and the Initial Planning Agreement on increasing mode share of more sustainable forms of transport and the use of the CCHP possibly using a RDF supplied by the |

| Policy | Content Summary | Extent of compliance and comment |
|--|--|---|
| | <p>and construction of buildings.</p> <ul style="list-style-type: none"> - Be at least air quality neutral and not lead to further deterioration of poor air quality. - Ensure that where provision needs to be made to reduce development emissions this is usually on site. | <p>development itself (among other measures) will help to achieve compliance with the relevant criteria of this policy.</p> |
| <p>Policy 7.15 (Reducing noise)</p> | <p>Proposals should seek to reduce noise by:</p> <ul style="list-style-type: none"> - Minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of proposals. - Separate noise sensitive development from major noise sources wherever practical. - Promote new technologies and practices to reduce noise at source. | <p>Compliant: This issue was considered in the EIA Process. The conditions incorporate various safeguards (including conditions 9, 29, 35.5, 41.1 and 42.1) and the Initial Planning Agreement to ensure that the noise impacts and existing noise conditions are addressed in accordance with this policy during both the construction and operational phases of the development.</p> |
| <p>Policy 7.16 (Green belt)</p> | <p>Protection should be given to London's Green Belt, in accordance with national guidance. Inappropriate development should be refused, except in very special circumstances. Development will be supported if it is appropriate and helps secure the objectives of improving the Green Belt as set out in national guidance.</p> | <p>Compliant: The proposals do not affect the Green Belt.</p> |
| <p>Policy 7.17 (Metropolitan Open Land)</p> | <p>The strongest protection should be given to London's MOL and inappropriate development refused.</p> | <p>Compliant: Clitterhouse Playing Fields is designated as MOL. This designation is respected and the open space will be protected and improved although modified as part of the development. New building proposed includes the re-provision of the astro-turf pitches, a small pavilion for changing rooms and associated uses which is related to the use of the playing fields. The LPA considers that both the consented and S73 schemes are in accordance with this policy.</p> |
| <p>Policy 7.18 (Protecting local open space and addressing local deficiency)</p> | <p>The loss of local protected open spaces must be resisted unless equivalent or better quality provision is made within the local catchment area. Replacement of one type of open space with another is unacceptable unless an up to date needs assessment shows that this would be appropriate</p> | <p>Compliant: The development contains an increase of approximately 9 hectares of open space/public realm net.</p> <p>Provision will be strategically phased in order to avoid any deficiency throughout the construction. For example, the development results in the loss of existing Clarefield Park and small open spaces off Brent Terrace (as shown on Parameter Plan 016), which are re-provided in alternative locations across the site. These open spaces are removed in Phase 1 and as a result early qualitative improvements are made to Clitterhouse Playing Fields Part 1 and Claremont Park, before an area of temporary open</p> |

| Policy | Content Summary | Extent of compliance and comment |
|---|--|---|
| | | space (circa 1.2 ha) immediately north of Clitterhouse Playing Fields (as shown on Parameter Plan 019) is provided. The temporary open space will be retained until the land is required for redevelopment. |
| Policy 7.19 (Biodiversity and access to nature) | <p>Proposals should:</p> <ul style="list-style-type: none"> - Wherever possible make a positive contribution to the protection, enhancement, creation and management of biodiversity. - Prioritise assisting in meeting targets in biodiversity action plans and/or improve access to nature in areas deficient in accessible wildlife sites. - Be resisted where they have significant adverse impacts on the population or conservation status of a protected species, or a priority species or habitat identified in a biodiversity action plan. | Compliant: Regard has been paid to nature conservation and biodiversity and it is considered that the development will result in a net gain in biodiversity in terms of habitat quality and connectivity, particularly in the habitat around the River Brent and Clitterhouse Stream. |
| Policy 7.21 (Trees and woodlands) | Existing trees of value should be retained and any loss as a result of development should be replaced. Wherever appropriate the planting of additional trees should be included in developments. | Compliant: The applicant has assessed the trees that will be lost during the development (including a tree survey) which includes some TPO trees and the number of trees lost will be minimised as far as reasonably practicable with appropriate mitigation for such loss included in the development. New tree planting will be an integral part of the development and it is estimated that 750 new trees will be planted in the development. |
| <p>Policy 7.24 (Blue Ribbon Network)</p> <p>Policy 7.27 (Blue Ribbon Network: supporting infrastructure and recreational use).</p> <p>Policy 7.28 (Restoration of the Blue River Network)</p> | <p>The Blue Ribbon Network is a strategically important series of linked spaces. It should contribute to the overall quality and sustainability of London by prioritizing uses of the waterspace and land alongside it for water related purposes, in particular for passenger and freight transport. Regard should be paid to the emerging Thames River Basin Management Plan.</p> <p>Development proposals should enhance the use of the Blue Ribbon Network.</p> <p>Development proposals should restore and enhance the Blue Ribbon Network.</p> | <p>Compliant: The aspirations of this policy are achieved. The development includes proposals to 'open up' the River Brent and enhance the natural environment of the other streams in the application site in terms of ecology/biodiversity but also in terms of minimising flood risk.</p> <p>A number of bridges over the River Brent are proposed and the effect of these has been considered by the Environment Agency and is considered by the LPA to be acceptable subject to the conditions.</p> <p>Enhancing use of the blue ribbon network, the buildings facing the river to the south of the Shopping Centre will provide catering facilities, whilst the environmental improvements and creation of new pedestrian and cycle routes enable the river to be used and enjoyed by visitors.</p> |

| Policy | Content Summary | Extent of compliance and comment |
|---|---|---|
| | | A planning obligation recommended by the Environment Agency will require a contribution of £50,000 towards the de-culverting of Clitterhouse Stream through nearby Basing Hill Park. |
| Policy 7.30 (London's canals and other river's and waterspaces) | Development proposals along London's canal network and other rivers and waterbodies (such as reservoirs, lakes and ponds) should respect their local character and contribute to their accessibility and active water related uses, in particular transport uses, where these are possible. | Compliant: It is considered that the development will improve overall the habitat of rivers, brooks and streams in accordance with this policy. |
| Policy 8.2 (Planning obligations; Policy 8.3 (Community Infrastructure Levy) | <p>Development proposals should address strategic as well as local priorities in planning obligations.</p> <p>The supporting of Crossrail (where appropriate) and other public transport improvements should be given the highest importance, with Crossrail (where appropriate) having higher priority than other transport improvements.</p> <p>Importance should also be given to talking climate change, learning and skills, health facilities and services, childcare provisions and the provision of small shops.</p> <p>Guidance will be prepared setting out a framework for the application of the Community Infrastructure Levy to ensure the costs incurred in providing infrastructure which supports the policies in the London Plan can be funded wholly or partly by those with an interest in land benefiting from the grant of planning permission.</p> | <p>Compliant: The development will be regulated by the Revised Section 106 Agreement which contains affordable housing requirements agreed with the GLA as well as very substantial contributions towards the cost of necessary infrastructure and improvements, as well as significant contributions to employment and skills. The scheme will include investment in public transport facilities and service improvements together with the maximum reasonable amount of affordable housing. The Initial Planning Agreement was completed after the Community Infrastructure Levy Regulations 2010 came into effect and it is considered to comply with those regulations insofar as relevant to the development.</p> <p>The development includes a range of climate change mitigation measures, including maximising performance standards of the buildings on-site in order to reduce carbon dioxide emissions from the Scheme. It is considered that improvements to the environment and the public realm will make a significant contribution towards improving health and well being, together with the provision of new community facilities, such as a new primary school, a secondary and special needs school upgrade and a new primary health centre. Furthermore, the provision of new open space and play areas to provide opportunities for higher levels of physical activity in accordance with policy requirements.</p> <p>The BXC permission was granted prior to the Mayoral CIL which came into operation on the 1 April 2013. The application is therefore not liable for any contribution to Crossrail.</p> |

Table 2.2: Analysis of the proposals compliance with Barnet's Local Plan Policies
(September 2012)

| Policy | Content Summary | Extent of Compliance and Comment |
|---|--|---|
| Core Strategy | | |
| CS NPPF (National Planning Policy Framework – presumption in favour of sustainable development) | Take a positive approach to proposals which reflect the presumption in favour of sustainable development and approve applications that accord with the Local Plan, unless material considerations indicate otherwise. Where there are no policies relevant to the proposal or the relevant policies are out of date permission should be granted, unless material considerations indicate otherwise. | Compliant: the proposal is considered to constitute sustainable development in accordance with the NPPF and which complies with Local Plan taken as a whole. It has therefore been recommended for approval. |
| CS1 (Barnet's place shaping strategy – the three strands approach) | <p>As part of its 'Three Strands Approach' the council will:</p> <ul style="list-style-type: none"> - Concentrate and consolidate growth in well located areas that provide opportunities for development, creating a high quality environment that will have positive impacts. - Focus major growth in the most suitable locations and ensure that this delivers sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live, work and visit. - Ensure that development funds infrastructure through Section 106 Agreements and other funding mechanisms. - Protect and enhance Barnet's high quality suburbs. | <p>Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives.</p> <p>As an Opportunity Area in the Mayor's London Plan, the BXC scheme has been developed with the consideration that the site has significant capacity for new housing, commercial and other development linked to existing or potential improvements to public transport accessibility.</p> <p>It is considered that the proposal achieves the relevant strategic requirements of this policy to demonstrate the need for a high density, mixed use development, while the emphasis on high quality design seeks to provide wider benefits to the surrounding area. The creation of a new town centre accords with the Mayor's vision for BXC and his polycentric view for promoting the role of town centres, which will fulfil a void in the town centre hierarchy of the North London sub region.</p> |
| CS2 – Brent Cross - Cricklewood | <p>The Council will seek comprehensive redevelopment of Brent Cross – Cricklewood in accordance with the London Plan, the saved UDP policies (Chapter 12) and the adopted Development Framework. The Policy makes provision for the following:</p> <ul style="list-style-type: none"> • It is considered likely that comprehensive regeneration will be achieved in accordance with the planning permission. If this is not achieved, the Council will | <p>The S73 application continues to ensure the comprehensive redevelopment of Brent Cross Cricklewood in accordance with this policy and the Saved UDP policies.</p> <p>As set out within the body of the Committee Report it is considered that the S73 proposals for the Living Bridge and enlarged Phase 1 will improve the potential for comprehensive redevelopment on both sides of the A406 by providing a catalyst for southern development.</p> <p>The S73 application has responded to the timescales identified within Appendix B of the Core</p> |

| Policy | Content Summary | Extent of Compliance and Comment |
|---|---|--|
| | <p>consider whether in the circumstances the Local Plan needs to be reviewed.</p> <ul style="list-style-type: none"> • Specific monitoring indicators for Brent Cross – Cricklewood are set out in Appendix B of the Core Strategy. On the basis of these indicators it is expected that comprehensive re-development will commence in relation to Phase 1 at some time between 2015 and 2017. • If these milestones are not achieved (or are not likely to be capable of being delivered) we will consider the possible need for a review of the Core Strategy Policy on Brent Cross – Cricklewood • The key milestone for the regeneration of Brent Cross – Cricklewood is likely to be the Phase 1 Compulsory Purchase Order (CPO). If by the end of 2014 any CPO that is required to deliver Phase 1 and commence the development has not been made and submitted for confirmation we will instigate a review of the policy framework for Brent Cross – Cricklewood. | <p>Strategy and seeks to ensure timely delivery, in particular through the enlarged Phase 1.</p> <p>The S73 permission, on the basis of the recommended conditions and planning obligations, will continue to ensure that the development is commenced in accordance with the CS2 milestones in Appendix B, and the accompanying ICP anticipates the CPO for Phase 1 to commence in 2014, enabling on-site works to commence by 2016. The recommended conditions and obligations will underpin the need to deliver comprehensive development in accordance with this policy and the saved UDP policies referred to in it.</p> |
| <p>CS3 (Distribution of growth meeting housing aspirations)</p> | <p>.BXC is identified as LBB's focus for growth within the North West London – Luton Coordination Corridor.</p> | <p>Compliant: The proposed housing is broadly in accordance with the density range identified in the London Plan (Table 3.2) and is considered to be in full accordance with the objectives of policy CS3.</p> <p>Development potential has been maximised at the site with the proposal for approximately 7500 new homes. This will assist with the scheme's viability.</p> |
| <p>CS4 (Providing quality homes and housing choice in Barnet)</p> | <p>Aim to create successful communities by:</p> <ul style="list-style-type: none"> - Seeking to ensure a mix of housing products that provide choice for all are available. - Ensuring that all new homes are built to the Lifetime Homes Standard and that the wider elements of schemes include the relevant inclusive design principles. - Seeking a variety of housing related support options. - Delivering 5500 new affordable homes | <p>Compliant: It is considered that the S73 scheme takes into account the requirements of different groups and sectors of the community, providing a wider choice of additional high-quality homes and creating an inclusive and mixed community. This includes all the dwellings proposed being constructed to achieve the relevant Lifetime Homes standards.</p> <p>There will also be a range of affordable housing tenures provided with a proposed baseline tenure split of 60% Affordable/Social Rented and 40% Intermediate tenures in each Phase and across the Development as a whole. A guaranteed minimum of 15% Affordable Housing will be required across the</p> |

| Policy | Content Summary | Extent of Compliance and Comment |
|--|--|--|
| | <p>by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings.</p> <ul style="list-style-type: none"> - Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing. | <p>Development (although in Phase 1 this will include a number of Affordable Housing Units made available to re-house relocated Whitefield Estate residents.) The level of further Affordable Housing over and above the minimum 15% provision in each Phase of the Development will thereafter be fixed by running the viability review mechanism at the time of approval of reserved matters for the relevant Phase. The review mechanism is designed to target the provision of 30% additional (i.e. over and above and replacement units for the Whitefield Estate) Affordable Housing across the Development but the drafting allows for up to 50% (either in a Phase or across the Development) if it is viable applying the agreed review mechanism.</p> <p>It is considered that while the proposal will not meet the full target requirement of 40% within the policy, it will provide a significant amount of new affordable homes (along with other tenures).</p> |
| <p>CS5 (Protecting and enhancing Barnet's character to create high quality places)</p> | <p>The council will ensure that development in Barnet respects local context and distinctive local character, creating places and buildings with high quality design.</p> <p>Developments should:</p> <ul style="list-style-type: none"> - Address the principles, aims and objectives set out in the relevant national guidance. - Be safe attractive and fully accessible. - Provide vibrant, attractive and accessible public spaces. - Respect and enhance the distinctive natural landscapes of Barnet. - Protect and enhance the gardens of residential properties. - Protect important local views. - Protect and enhance the boroughs high quality suburbs and historic areas and heritage. - Maximise the opportunity for community diversity, inclusion and cohesion. - Contribute to people's sense of place, safety and security. <p>Tall buildings (8 storeys (or 26 metres) or more) may be appropriate in the Brent Cross – Cricklewood Regeneration Area.</p> | <p>Compliant: It is considered that the S.73 scheme takes into account the requirements of different groups and sectors of the community and will provide a wider choice of additional high-quality homes, and create an inclusive and mixed community.</p> <p>The scheme's urban form differs from the surrounding areas of Barnet, although the urban design framework respects this as far as practicable with building heights reducing towards the existing area. The Revised DAS and DG provide the urban design framework and establish principles of height, massing and amenity standards as appropriate for this outline permission. The detail of the safeguarding of privacy for residents will be dealt with at the detailed planning stage in accordance with parameters and principles that require the BRE standards to be achieved.</p> <p>The development includes a range of town centre uses around new areas of public realm. It will become, as the development proceeds, a very accessible and vibrant location.</p> <p>As stated in Policy 7.3, The development incorporates the principles of "Secured by Design".</p> <p>As stated in London Plan Policy 7.7, the tallest buildings are proposed within and around Station Quarter and Market Quarter development zones, the central core of the regeneration area. Tall buildings in what will be established as a town centre location. They are considered to be acceptable in terms of their impact on their surroundings and in terms of high public transport accessibility of these locations once developed.</p> |

| Policy | Content Summary | Extent of Compliance and Comment |
|---|---|--|
| <p>CS7 (Enhancing and protecting Barnet's open spaces)</p> | <p>Create a greener Barnet by:</p> <ul style="list-style-type: none"> - Meeting increased demand for access to open space and opportunities for physical activity. - Improving access to open space in areas of public open space deficiency. - Securing improvements to open spaces including provision for children's play sports facilities and better access arrangements, where opportunities arise. - Maintaining and improving greening by protecting incidental spaces, trees, hedgerows and watercourses. - Protecting existing site ecology and ensuring development makes the fullest contributions enhancing biodiversity. - Enhancing local food production. | <p>Partial non-compliance: It is considered that the proposal provide sufficient quantities of high quality green open space, providing an increase of approximately 9 hectares above existing provision (0.55 ha more than the 2010 permission). In addition, a range of open spaces are proposed and improvements are made to existing open spaces such as Clitterhouse Playing Fields. Improving accessibility to new and existing open spaces, a number of new bridges are proposed over existing barriers to movement (such as the railway and the North Circular).</p> <p>The distribution of play areas and spaces expressed in the Design and Access Statement and Design Guidelines that accompany the BXC planning application are based on a play strategy which accords with policy. The LPA considers that the provision of play space is acceptable.</p> <p>Regard has been paid to nature conservation and biodiversity and it is considered that the development will result in a net gain in biodiversity in terms of habitat quality and connectivity, particularly in the habitat around the River Brent and Clitterhouse Stream.</p> <p>A planning obligation recommended by the Environment Agency will require a contribution of £50k towards the de-culverting of Clitterhouse Stream through nearby Basing Hill Park.</p> <p>As noted in Appendix 8.1 and Appendix 9 of the Applicant's Planning Statement the removal of Clarefield Park will result in the unmitigated loss of a SINC. This results in the partial non-compliance with the policy.</p> |
| <p>CS8 (Promoting a strong and prosperous Barnet)</p> | <p>Expect major developments to provide financial contributions and to deliver employment and training initiatives.</p> | <p>Compliant: Discussions are taking place to determine the financial contributions that this scheme will provide. The scheme commits to preparing and implementing Skills and Training Action Plans.</p> |
| <p>CS9 (Providing safe, efficient and effective travel)</p> | <p>Developments should provide and allow for safe effective and efficient travel and include measures to make more efficient use of the local road network.</p> <p>Major proposals should incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans and mitigation measures and ensure that adequate capacity and high quality safe transport facilities are delivered in line with demand.</p> <p>The council will support more environmentally friendly transport</p> | <p>Partial non-compliance: The Transport Assessment submitted as part of the BXC application concludes that the transport facilities developed as a result of the implementation of the proposals will represent a significant improvement to the efficiency and sustainability of transportation in the area. The Section 73 proposals make number of minor changes to the 2010 Permission, all of which are aimed at improving the overall scheme and, as has been demonstrated in the Section 73 Transport Report (BXC 5, Vol 5), do not prove to be detrimental to the effective delivery of the proposals. The transport impact of the BXC proposals in light of the section 73 application is therefore considered to be both desirable and acceptable and will provide</p> |

| Policy | Content Summary | Extent of Compliance and Comment |
|---|--|--|
| | <p>networks, including the use of low emission vehicles (including electric cars), encouraging mixed use development and seeking to make cycling and walking more attractive for leisure, health and short trips.</p> | <p>significant transport benefits to the existing surrounding community as well as create an enjoyable and safe environment for all those living, working and playing in the new town centre.</p> <p>A Framework Travel Plan (FTP) is submitted alongside the TA, which sets out a framework for the submission of travel plans at a detailed design stage, which will influence the future operation of individual parcels of the development.</p> <p>Transport assessment will be ongoing through the implementation of the scheme. This will be through the phased transport reports. In addition site wide servicing and delivery strategies and walking and cycling strategies will ensure transport impacts are minimised. In addition, dedicated cycle routes and an improved pedestrian environment will encourage people to travel by non-vehicular modes.</p> <p>The policy seeks to provide a dedicated bus system between the interchanges on the site i.e. an RTS. As this is not being provided (as the existing bus services are demonstrated to be sufficient through the S73 Transport Assessment), it is considered that the S73 proposals partially do not conform with the Policy as outlined in the Applicant's Planning Statement (see para 8.1 and appendix 9).</p> |
| <p>CS10 (Enabling inclusive and integrated community facilities and uses)</p> | <p>The council will ensure that community facilities are provided for Barnet's communities and expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities.</p> | <p>Compliant: Obligations are sought to ensure that this provision is made, together with interim solutions that enable sufficient education and community facilities during the construction phase This is in addition to new play and recreation facilities, open spaces and cycle and pedestrian facilities.</p> <p>Social Infrastructure Report Addendum (BXC10), the applicant explains how the proposed S.73 development has undergone significant community engagement in order to consult with different groups within the local community. This is detailed within the Statement of Community Involvement submitted with the application.</p> <p>The proposed development will make provision for some 3,086sq m of community facilities, 4,150sqm of healthcare facilities and education facilities (including the replacement of Whitefield and Mapledown Secondary Schools and the replacement of Claremont Primary School). It is considered to satisfy this policy.</p> |
| <p>CS11 (Improving health and wellbeing in</p> | <p>Will improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased</p> | <p>Compliant: The design of the development has been influenced by the desire to create a healthy residential environment. The proposal is found to be compliant with the objectives of this policy</p> |

| Policy | Content Summary | Extent of Compliance and Comment |
|--|---|--|
| Barnet) | access to green spaces and improving opportunities for higher levels of physical activity. | <p>It is considered that the improvements proposed through the quality of building design and construction and the environment and public realm will make a significant contribution towards improving health and well being, together with the provision of new community facilities, such as a new primary school, a secondary school upgrade and a new primary health centre.</p> <p>Provision of new opens space and play areas such as the improvements to Clitterhouse Playing fields will also provide opportunities for higher levels of physical activity in accordance with policy requirements.</p> |
| CS12 (Making Barnet a safer place) | <p>The Council will:</p> <ul style="list-style-type: none"> - Encourage appropriate security and community safety measures in developments and the transport network. - Require developers to demonstrate that they have incorporated community safety and security design principles in new development. - Promote safer streets and public areas, including open spaces. | <p>Compliant: The design of the proposal is considered to demonstrate the influence of this policy and be compliant with the key elements of this policy.</p> <p>The development incorporates the principles of "Secured by design", as set out in the Design & Access Statement.</p> <p>The Metropolitan Police Service and London Fire and Emergency Protection Authority have not expressed any concerns about the proposals.</p> <p>The BXC development will provide for upgrade and expansion of police accommodation, proposing two police units of up to 186m² in total in the Brent Cross East and Market Quarter zones.</p> |
| CS13 (Ensuring the efficient use of natural resources) | <p>The council will:</p> <ul style="list-style-type: none"> - Seek to minimise Barnet's contribution to climate change and ensure that the borough develops in a way which respects environmental limits and improves quality of life. - Promote the highest environmental standards for development to mitigate and adapt to the effects of climate change. - Expect development to be energy efficient and seek to minimise any wasted heat or power. - Expect developments to comply with London Plan policy 5.2. - Maximise opportunities for implementing new district wide networks supplied by decentralised energy. - Make Barnet a water efficient borough, minimise the potential for fluvial and surface flooding and ensure developments do not harm the water environment, water quality and | <p>Compliant: Based on the Energy and Sustainability Strategies which have informed the application, the BXC proposal includes a range of measures designed to mitigate climate change and reduce carbon dioxide emissions in accordance with the requirements of this policy.</p> <p>The performance standards of the buildings on-site will also be maximised in order to reduce carbon dioxide emissions from the Scheme. Specifically, residential buildings will achieve Code for Sustainable Homes Level 4*, with commercial buildings achieving BREEAM 'Very Good'.</p> <p>Individual elements, such as the commitment (subject to feasibility) to fuel the CHP/CCHP with a refuse derived fuel from the WHF and to link it with the District Heating Network have the potential to contribute substantially to carbon reduction targets.</p> <p>The WHF will enable the recycling or composting of at least 40% of household waste by means of dedicated separation and storage and/or use of an underground waste collection system (which will terminate at the WHF) and the provision of facilities to enable the recycling or composting of at least 60% of commercial and industrial waste by weight, with a target of 70% by 2026.</p> <p>Water conservation measures will be applied to all</p> |

| Policy | Content Summary | Extent of Compliance and Comment |
|--|--|--|
| | <p>drainage systems.</p> <ul style="list-style-type: none"> - Seek to improve air and noise quality. | <p>dwellings with sustainable drainage applied to manage surface water.</p> <p>Other measures include the use of recycled and sustainable manufactured construction materials for main building elements (sourced locally where possible), efficient use of construction materials to minimise waste arisings and landscaping to integrate development with local ecological features and provide new habitats for wildlife.</p> <p>The proposal would not have a significant adverse impact on the local noise environment or air quality. The permission incorporates various safeguards in the conditions to mitigate against such effects.</p> <p>The proposal is accompanied by a Flood Risk Assessment. This has been submitted to the Environment Agency who have responded and not raised any objections to the proposal, subject to the conditions recommended. Conditions have been recommended to ensure that the drainage provided as part of the development meets the requirements of this policy.</p> |
| CS14 (Dealing with our waste) | <p>The council will encourage sustainable waste management by promoting waste prevention, re-use, recycling, composting and resource efficiency over landfill and requiring developments to provide appropriate waste and recycling facilities.</p> | <p>Compliant: The WHF will enable the recycling or composting of at least 40% of household waste by means of dedicated separation and storage and/or use of an underground waste collection system (which will terminate at the WHF) and the provision of facilities to enable the recycling or composting of at least 60% of commercial and industrial waste by weight, with a target of 70% by 2026.</p> <p>An underground vacuum waste collection system (subject to feasibility), which will be linked to the WHF, and thus significantly reduce the number of residual waste and recyclable/compostable waste collection vehicles required to serve the scheme and reduce the requirements for refuse storage.</p> |
| CS15 (Delivering the Core Strategy) | <p>The council will work with partners to deliver the vision, objectives and policies of the Core Strategy, including working with developers and using planning obligations (and other funding mechanism where appropriate) to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development.</p> | <p>Compliant: The recommendations made include planning obligations to secure the achievement of appropriate contributions to secure the achievement of appropriate contributions to the provision of local infrastructure.</p> |
| Adopted UDP (May 2006) Saved Policies (May 2009) as referred to in Core Strategy Policy CS2 | | |
| GCrick Cricklewood, Brent Cross and West Hendon | <ul style="list-style-type: none"> - The Council seeks integrated regeneration in the Cricklewood, Brent Cross and West Hendon Regeneration Area. | <p>Compliant: The LPA considers that the development provides a satisfactory response to this policy which is predicted to provide approximately 7,500 new homes in a sustainable mixed use town centre. The</p> |

| Policy | Content Summary | Extent of Compliance and Comment |
|------------------------------|--|--|
| Regeneration Area | <ul style="list-style-type: none"> - All development to the highest environmental and design standards - Aim to develop a new town centre over the plan period. | design principles to which the development is required to adhere will ensure that the development satisfies the design criteria in this policy and the design principles contained in the adopted Development Framework (2005). |
| C1 Comprehensive Development | <ul style="list-style-type: none"> - The Council seeks the comprehensive development of the regeneration area in accordance with the area framework and delivery strategy. - Development proposals will need to meet policies of the UDP and their more detailed elaboration in the development framework. | Compliant: The scheme accords with this policy generally and taken as a whole. The proposed planning conditions and obligations include a framework of commitments and controls to ensure that the principles of comprehensive development are respected. The proposed development will result in a new mixed use neighbourhood for Barnet spanning both sides of the North Circular Road in general accordance with the adopted Development Framework (2005) and the saved policies of the UDP taken as a whole. |
| C2 Urban Design & Quality | -The Council will seek to achieve the standards of urban design for the Regeneration Area to result in a development of landmark quality. | Compliant: The LPA considers that the development will deliver a high quality environment in accordance with accepted principles of good urban design and this policy. This masterplan described within the Revised Design and Access Statement and Design Guidelines seeks to set a framework against which individual buildings and later phases will be brought forward. |
| C3 Urban Design – Amenity | -The development should protect and improve the existing amenities of existing residents. | Complaint: The development will deliver housing at densities approaching the upper end of the range contained in the London Plan thereby maximising its locational advantages in this part of North West London. The Revised Design and Access Statement and Design Guidelines give careful consideration to the protection of residential amenity and the LPA considers that an acceptable residential environment including within the town centre will be created. |
| C4 Sustainable Design | <p>The Council will seek to ensure that the Regeneration Area pursues the highest standards of environmental design, including:</p> <ul style="list-style-type: none"> • meet high performance standards for environmentally sustainable design and construction • an integrated network of public open spaces • Ensure the restoration and enhancement of the River Brent, without detrimental impact to the Brent Reservoir SSSI. | <p>Compliant: It is considered that the development will maximise the use of land and improve open space, cycle and pedestrian networks in accordance with the planning conditions and obligations. The application was supported by energy and sustainability strategies and a number of planning conditions and obligations are included to ensure sustainability targets are met. The development will result in a net gain in biodiversity in terms of habitat quality and connectivity. Substantial improvements are proposed to the River Brent and its corridor. Therefore it is considered that all criteria of this policy are met.</p> <p>Natural England has not raised any objections to the proposal and the application is considered to demonstrate the influence of this policy.</p> |

| Policy | Content Summary | Extent of Compliance and Comment |
|---|--|--|
| | <ul style="list-style-type: none"> There must be a buffer zone, appropriate protection of legally protected species, and opportunities taken to enhance the biodiversity of the area. | <p>The performance standards of the buildings on-site will be maximised in order to reduce carbon dioxide emissions from the Scheme. Specifically, residential buildings will achieve Code for Sustainable Homes Level 4 with commercial buildings achieving BREEAM 'Very Good'.</p> |
| C5 West Hendon and Cricklewood Town Centres | <p>The Council will aim to maintain and enhance the viability & vitality of the West Hendon & Cricklewood town Centres.</p> | <p>Compliant: LPA considers that the impact of the development on neighbouring town centres has been appropriately assessed and the development will not significantly adversely impact on the viability and vitality of these other centres. It is likely that they will benefit from the public transport improvements and the wider regeneration and growth brought about by the development.</p> |
| C6 Brent Cross New Town Centre | <p>Brent Cross New Town Centre – New retail will be supported as part of a new town centre north and south of the A406. A range of criteria, including scale, range of uses, public transport improvements, enhanced pedestrian and cycling links, environmental improvements, encouraging access other than by private car, primary frontages containing A1 uses, additional retail to be subject to retail impact study.</p> | <p>Compliant: The development will help to transform the currently inward looking BX Shopping Centre to form part of a new mixed use town centre with a balance of uses in what will become, as the development progresses, a highly accessible location. Whilst the proposed design of the BXE Zone may include covering over some streets and spaces resulting in a more mall-like quality, the “open” design and the planning obligations proposed will nevertheless ensure that the town centre will be very permeable and accessible. The amount of retail floorspace has been fully assessed against established planning policy criteria and when combined with other main town centre uses is considered appropriate for the scale and quantum of growth and intended town centre creation.</p> |
| C7 Transport Improvements | <p>Transport improvements - the following should be provided through planning conditions and/or Section 106 agreements:</p> <ol style="list-style-type: none"> Connections and improvements to the strategic road network. Sufficient transport links to and through the development, to include at least one vehicular link across the North circular Road and one vehicular link crossing the railway to the Edgware Road. A new integrated railway station and new integrated bus station at Cricklewood, linked by a rapid transport system to Brent Cross Bus Station and Hendon Central and/or Brent Cross Underground Stations on the Northern Line. A new bus station at Brent Cross, to north of the North Circular Road, with associated improvements to the local | <p>Partial non-compliance: The development includes substantial transport improvements including new gateway junctions which have been agreed with TfL and the HA, new and improved primary routes through the development, a Living Bridge connecting Brent Cross main Square and Market Square, a new Templehof bridge, new MML link bridge, new rail station, new replacement bus station, new Rail Freight and Waste Handling Facilities. There is also a comprehensive range of improvements for bus users, disabled people, walkers and cyclists. It is concluded that the development is in accordance with this policy.</p> <p>The policy seeks to provide a dedicated bus system between the interchanges on the site i.e. an RTS. As this is not being provided (as the existing bus services are demonstrated to be sufficient through the S73 Transport Assessment), it is considered that the S73 proposals partially do not conform with the Policy as outlined in the Applicant's Planning Statement (see para 8.1 and appendix 9).</p> |

| Policy | Content Summary | Extent of Compliance and Comment |
|--------------------------------------|---|---|
| | <p>bus infrastructure.</p> <p>v. An upgrade of the rail freight facilities.</p> <p>vi. Provision of an enhanced, rail-linked waste transfer station serving North London.</p> <p>vii. Priority measures for access to disabled persons, pedestrians, buses and cyclists throughout the Regeneration Area.</p> | |
| C8 Parking Standards | <p>This sets out maximum parking standards of 1 space per residential unit within the Regeneration Area, with retail parking provision to accord to London Plan standards.</p> | <p>Compliant: The off street parking standards are considered to be policy compliant for all land uses except residential, however the proposed provision has not changed from that agreed with TfL as part of the 2010 consent. Electric vehicle charging points will be provided to meet Mayoral standards. Disabled parking spaces will also generally be provided to the appropriate standard as part of Reserved Matters Applications and 9,125 cycle parking spaces are proposed, the same number as for the 2010 consented scheme; and the minor policy changes since can be addressed as part of Reserved Matters Applications.</p> <p>The parking levels proposed within the Scheme accord with the Mayoral standards. In line with London Plan policy the development will seek to reduce reliance upon the private car. One measure is to adopt a sliding scale to residential car parking standards, which will reduce from a ratio of 1:1 to toward 0.7 as the scheme evolves. This deviates from local policy, however, given the significant enhancements to public transport including, car clubs and an efficient walking and cycling network, it is not considered to result in an adverse impact.</p> <p>An overall Car Parking Management Strategy will be produced, as well as one for each Phase. There is also a mechanism for review of parking standards in the context of the Transport Reports in order to achieve the performance criteria set out in the Matrix and Transport Reports Schedule. In addition it is a requirement to produce a site wide delivery and servicing strategy, which will ensure these needs are efficiently provided for on a site-wide basis, including during the construction period.</p> |
| C9 Housing and Community Development | <p>This policy deals with housing and community development within the Cricklewood and Brent Cross Areas However, it notes that in West Hendon an additional 2,200 homes will come forward.</p> | <p>Compliant: The development includes approximately 7500 new homes. A mix of housing, including the provision of the maximum reasonable amount of affordable housing, will be provided in accordance with the affordable housing review mechanism under the initial planning agreement. The need for supporting community facilities has been assessed and the impacts of the application will be mitigated. All relevant criteria of this policy will be met.</p> |

| Policy | Content Summary | Extent of Compliance and Comment |
|--|---|--|
| C10 Employment | <p>Employment – within the area of rail related employment land and mixed use land the council will require the provision of:</p> <ul style="list-style-type: none"> • A rail freight transfer facility • Developments for business, industrial and warehouse. • A rail linked waste transfer and materials recycling facility. Plot 39 on the proposals map. <p>Office development will be permitted in the mixed use town centre and an urban office quarter.</p> | <p>Partial non-compliance: In view of the employment requirements of strategic and local policy, it is considered that the BXC proposals continue to meet the policy aspirations. Furthermore, the Regeneration Strategy Addendum confirms how the proposals will act as a catalyst for regeneration in surrounding areas.</p> <p>BXC will provide a range of employment opportunities as a result of the diverse mix of uses proposed. This significantly enhances opportunities beyond those currently available at the site and is supplemented by an array of initiatives which seek to ensure that sufficient training and access to these jobs is provided for the local community.</p> <p>However, as identified within Para 8.1 of the Applicant’s planning statement: “There is a discrepancy in the UDP Proposals Map with regard to the rail related employment land and mixed use land of Policy C10 resulting in a conflict between Policy C10 and Policy C1, but Policy C1 is the dominant policy and should be afforded greater weight, as was determined by the Council in granting the 2010 Permission.” It is therefore considered that the S73 complies with the latest planning framework.</p> |
| C11 Implementation | <p>The Council will require developers to provide on-site and off-site infrastructure, facilities and services to support the regeneration of the area.</p> | <p>Compliant: The planning conditions and the Initial Planning Agreement provide a comprehensive range of controls and commitments to ensure that the impacts of the scheme are mitigated and that the development delivers substantial regeneration and environmental benefits as the development is implemented. It is considered that the package proposed will fulfil the requirements of this policy.</p> |
| UDP Site Specific Proposals (2006) | <p>Parts of the BXC development site are subject to site-specific proposals as shown in the Proposals Map (2006) (as saved). The aspirations for these sites are set out below:</p> <ul style="list-style-type: none"> • Brent Cross New Town Centre (Site 31) – new town centre, comprising a mix of appropriate uses, improved public transport and pedestrian access, landscaping and diversion of the River Brent; • Cricklewood Eastern Lands (Site 37) – mixed use including residential, office, leisure, local and neighbourhood shops, education, community uses and | <p>Compliant: The development proposals are considered to adhere to the aspirations set out for site-specific proposals at Site 31, Site 37, Site 38 and Site 39 of the 2006 Proposals Map.</p> |

| Policy | Content Summary | Extent of Compliance and Comment |
|--|---|---|
| | <p>open space;</p> <ul style="list-style-type: none"> • New Railway Station Cricklewood (Site 38) – railway station and public transport interchange; • New Waste Transfer Station (Site 39) – waste handling facility. | |
| Cricklewood, Brent Cross, West Hendon Regeneration Area Development Framework SPD 2005. | | |
| | <p>The Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework was adopted by the council and the Mayor of London as Supplementary Planning Guidance in 2005. This Development Framework was produced in collaboration with the Mayor and the Greater London Authority, landowners and developers in order to guide and inform the design and delivery of the development with the aim of achieving high quality comprehensive redevelopment of the area around a new sustainable mixed use town centre spanning the North Circular Road.</p> <p>The London Plan and the UDP saved policies combined with the Development Framework establishes a series of strategic principles for the comprehensive redevelopment of the area to create a new town centre, the overall vision for which is set out in UDP Policy GCrick in the following terms:</p> <p>'The Cricklewood, Brent Cross and West Hendon Regeneration Area, will be a major focus for the creation of new jobs and homes, building upon the area's strategic location and its key rail facilities. All new development will be built to the highest standards of design as well as to the highest environmental standards. A new town centre, developed over the Plan period, will be fully integrated into the regeneration scheme.'</p> <p>The Development Framework expands upon this vision and provides detailed guidance within the scope of the saved UDP policies as to what will be acceptable to support regeneration in terms of land uses, design principles and housing densities.</p> | <p>Partial non-compliance: The parameters and principles of the BXC scheme are considered to be in accordance with the principles set out in the guidance contained in the adopted Development Framework (2005) generally and taken as a whole.</p> <p>The Applicant's Planning Statement refers to 'non conform (partial)' in respect of a couple of aspects of the Development Framework (residential mix (page 34), car park standards (page 47), Eastern Lands mixed use (p 68) and Waste Handling Facility (page 71). These are described in para 8.1 of the planning statement.</p> |

Key relevant local and strategic supplementary planning documents

Local Supplementary Planning Documents and Guidance:

- Infrastructure Delivery Plan (2011)
- Residential Design Guide (2013)
- Sustainable Design and Construction (2013)
- Affordable Housing (February 2007)

Planning Obligations (Section 106) (April 2013)

Strategic Supplementary Planning Documents and Guidance:

Accessible London: Achieving an Inclusive Environment (April 2004)

Housing Supplementary Planning Guidance (November 2012)

Sustainable Design and Construction (May 2006)

Shaping Neighbourhoods: Play and Informal Recreation (September 2012)

Providing for Children and Young People's Play and Informal Recreation SPG (2008)

Land for Transport Functions SPG (September 2012)

London's Foundations SPG (March 2012)