

APPENDIX 2

Analysis of Scheme Compliance with Regional and Local Planning Policy

Table 2.1: Analysis of the proposals compliance with London Plan (March 2015) Policies

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. Improving environments which are easy, safe and convenient for everyone to access.	Compliant: As a London Plan Opportunity Area, the approved BXC 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. The provision of the proposed infrastructure will assist in achieving the wider sustainable aims of the London Plan and provide easy, safe and convenient access for all.
Policy 2.6 (Outer London: vision and strategy)	Work to realise the full potential of outer London and enhance the quality of life for present and future residents. Understand the significant difference in the nature and quality of neighbourhoods; improvement initiatives should address these sensitively and draw upon strategic support where necessary.	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. More specifically, in relation to the current application, the infrastructure will be enhanced for visitors to the Brent Cross Shopping Centre and the Southern development. It will be an asset for the public and existing neighbourhoods.
Policy 2.8 (Outer London: Transport)	Enhance accessibility by improving links to and between town centres and other key locations by different modes and promoting and realising the key improvements. Work to improve public transport access, provide improved traffic management, road improvements and address and manage local congestion	Compliant: The study proposes a package of improvements designed to achieve better efficiency of traffic movements along the A5. This includes several junction improvements and other traffic management measures to help alleviate congestion and provide an appropriate level of mitigation.
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 Support wider regeneration, including in particular improvements to environmental quality, and integrate development proposals to the surrounding areas especially for regeneration.	Compliant: Nearly all the new phase 1A North roads and junctions are being designed with enough capacity to accommodate the predicted traffic levels for the whole development at end-state. The new infrastructure is designed to support the wider Brent Cross regeneration. The A5 Corridor Study; Condition 2.7 is a pre-reserved matters condition of the s73 permission and the study identified that there would be additional impacts on local roads in Brent and Camden; to improve these conditions a capped contribution has been secured towards future Supplementary Transport Measures if monitoring of traffic flows indicates increases due to the development.

Policy	Content Summary	Extent of compliance and comment
Policy 2.14 (Areas for regeneration)	Boroughs should identify spatial areas for regeneration and spatial policies to bring together regeneration.	<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>The detailed layout and network for vehicles, cycles and pedestrians that provide connections to the Northern development and provides sufficient connections across and to the south of the A406 to facilitate the start of the Southern development.</p> <p>The A5 Corridor will provide key traffic improvements and improve traffic movements along the A5.</p>
Policy 2.15 (Town Centres)	Development proposal should promote access by public transport walking and cycling. Promote safety and security and contribute towards an enhanced public realm and links to green infrastructure.	<p>Compliant: The regeneration development improves public transport by providing replacement of the existing bus station with a fully integrated new high quality facility within the extended Brent Cross Shopping Centre, improvements to pedestrian and cycle facilities; provides a new pedestrian and cycle bridge, known as the Living Bridge which will provide direct access from the southern development to the shopping centre situated to the north. Additionally, provide key connected pedestrian and cycle routes via Sturgess Park, Claremont Park and Clitterhouse Playing Fields.</p>
Policy 6.1 (Strategic approach);	The Mayor will work with all relevant partners to encourage a high quality public realm where appropriate, a corridor-based approach should be taken to ensure the needs of street users and improvements to the public realm are co-ordinated.	<p>Compliant: The regeneration scheme will see the provision of a network of connecting different green spaces and will primarily allow access to/from the Living Bridge which connects the southern development via the market square to Clitterhouse Playing Fields and Claremont Park; and access to the Brent Cross shopping Centre. The A5 Corridor will form part of this network and improve the needs for street users.</p>
Policy 6.2 (Providing public transport capacity and safeguarding land for transport)	Development proposal should improve integration, quality, accessibility, frequency and environmental performance of the public transport system.	<p>Compliant: The study has reviewed the mitigation measures approved as part of the outline scheme. The existing bus lanes which are all being retained and are considered to provide an effective package of improvements; to support bus operations along the corridor. Accessible bus stop improvements will be introduced as part of the Section 106 Consolidated Transport Fund.</p>

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Policy 6.3 (Assessing effect of development of transport capacity)	Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level are fully assessed. Transport assessments will be required in accordance with TfL's Transport Assessment Best Practice Guidance for major planning applications.	Compliant: The A5 Corridor Study has assessed the impacts of the development in the study area using the latest BXCDDM. A micro-simulation model for 2021 has also been produced to look at detailed traffic capacity issues. The scope for the study was included in draft in the Section 106, and the latest version has been agreed and approved in close consultation with TfL
Policy 6.4 (Enhancing London's Transport connectivity)	Proposals illustrate opportunities related to locations which will benefit from increased public transport accessibility. Improve the public transport system to support future development and regeneration.	Compliant: To enhance and increase public transport accessibility, the new A5 link bridge over the Midland Mainline railway includes bus lanes in both directions. There will be a new connection for existing and modified bus services to connect with the southern development and the proposed new train station. This is expected to substantially improve the public transport accessibility in the local area
Policy 6.7 (Better streets and surface transport)	Development proposals should promote bus networks; allocating road space and providing high level priority on existing and proposed routes. Ensuring good access to and within areas served by networks, now and in future; and ensuring direct, secure, accessible and pleasant walking routes to stops.	Compliant: The proposed mitigation arising out of the study includes improvements to routes that are used to access bus stops. The A5 Corridor study complies with this policy.
Policy 6.9 (Cycling)	Proposals should identify and implement a network of cycle routes. Contribute positively to an integrated cycling network for London by providing infrastructure that is safe, comfortable, attractive, coherent, direct and adaptable and in line with the guidance set out in the London Cycle Design Standards (or subsequent revisions).	Compliant: The A5 corridor study has identified a network of cycle routes and various improvements to cycle facilities will be provided along the A5 corridor. It is considered the study complies with this policy.
Policy 6.10 (Walking)	Development proposals should ensure high quality pedestrian environments and emphasise the quality of the pedestrian and street space by referring to Transport for London's Pedestrian Design Guidance. Promote the 'Legible London' programme to improve pedestrian way finding. Encourage the use of shared space principles, such as simplified streetscape, de-cluttering and access for all.	Compliant: To improve pedestrian and way finding, signing throughout the A5 corridor will be provided in accordance with the guidelines set out in Legible London, and contained in the Way finding and Inclusive Access Strategy.

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Policy 6.12 (Road network capacity)	Proposals should improve the road network by improving or extending existing capacity or providing new links. Assess the extent of any additional traffic and any effects it may have on the locality. Proposals should also focus on how conditions for pedestrians, cyclists, public transport users and local residents can be improved.	Compliant: The study includes the road improvements approved as part of the outline Planning Permission, including the proposed A5 link road over the railway. Area wide modelling of traffic movements using the BXCDDM has been undertaken, and all key junctions modelled. A micro-simulation model of the corridor has also been developed. Traffic impacts are therefore considered to have been fully assessed. The study has also proposed a package of various improvements for non-car users.

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 study is considered to be in accordance with the NPPF and complies with Local Plan taken as a whole. It is therefore recommended for approval.
CS1 (Barnet's place shaping strategy – the three strands approach)	As part of its 'Three Strands Approach' the council will: <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 	Compliant: the proposal is considered to show the influence of this policy and demonstrates compliance with its key objectives. 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. The proposed development relates to matters reserved following the grant of planning permission in 2014. The majority of the infrastructure improvements associated with the scheme will be delivered during Phase 1 in preparation for the proposed development due to come forwards during the subsequent phases. The network created in sub-phase 1A North provides all necessary connections to facilitate the rest of the northern development and

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	<p>funding mechanisms.</p> <ul style="list-style-type: none"> - Protect and enhance Barnet's high quality suburbs. 	<p>in addition, some of the key roads south of the A406. Key elements of the road network for the Southern development are provided.</p>
<p>CS2 – Brent Cross - Cricklewood</p>	<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 consider whether in the circumstances the Local Plan needs to be reviewed. • 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>Compliant: The 2014 consent of 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>The infrastructure will be enhanced for visitors to the Brent Cross Shopping Centre and the Southern development. It will be an asset for the public and existing neighbourhoods. The new infrastructure will support the wider Brent Cross regeneration.</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</p>	<p>Part Compliant: The study includes a review of several of the key gateway junction improvements and the new A5 link road across the railway line. A package of proposals has arisen out of the study designed to improve conditions for non-car users.</p>

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	<p>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 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>	
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: a lighting strategy is proposed by the development partners. Although indicative details have been submitted with the current application full design details are still required and will be subject to the requirements of a planning condition. The lighting strategy will ensure the environment is secure.</p> <p>In addition, the Estate Management Framework Agreement advises that a team of SIA (Security Industry Association) accredited CCTV operators (closed circuit television) will operate an extensive system within Brent Cross shopping centre 24 hours of every day supporting the Duty Assistant team in providing a safe and secure environment.</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 Section 73 permission was subject to a S106 Agreement. The A5 Corridor Study condition 2.7 is a pre-reserved matters condition of the S73 permission. The requirements of the s106 are still applicable. Where required, the s106 will be varied in order to secure deliver of specific elements within the current application.</p>
<p>Adopted UDP (May 2006) Saved Policies (May 2009) as referred to in Core Strategy Policy CS2 – Chapter 12 of the UDP: Cricklewood, Brent Cross and West Hendon Regeneration Area</p>		
GCrick Cricklewood, Brent Cross and West Hendon Regeneration Area	<ul style="list-style-type: none"> - The Council seeks integrated regeneration in the Cricklewood, Brent Cross and West Hendon Regeneration Area. - All development to the highest environmental and design standards - Aim to develop a new town centre 	<p>Compliant: The A5 Corridor is consistent with this strategic aim</p>

Policy	Content Summary	Extent of Compliance and Comment
	over the plan period.	
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 regeneration scheme accords with this policy. The proposals are Phase 1A (N) proposals within the scope of the S73 permission, the first phase of development within the wider Brent Cross Cricklewood regeneration project.
C7 Transport Improvements	<p>Transport improvements - the following should be provided through planning conditions and/or Section 106 agreements:</p> <ul style="list-style-type: none"> i. Connections and improvements to the strategic road network. ii. 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. iii. 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. iv. A new bus station at Brent Cross, to north of the North Circular Road, with associated improvements to the local bus infrastructure. v. An upgrade of the rail freight facilities. vi. Provision of an enhanced, rail-linked waste transfer station serving North London. vii. Priority measures for access to disabled persons, pedestrians, buses and cyclists throughout the Regeneration Area. 	Part Compliant: The study includes a review of several of the key gateway junction improvements and the new A5 link road across the railway line. A package of proposals has arisen out of the study designed to improve conditions for non-car users.
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 	Compliant: the regeneration proposal is consistent with the Proposals Map.

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	<p>uses, improved public transport and pedestrian access, landscaping and diversion of the River Brent;</p> <ul style="list-style-type: none"> • Cricklewood Eastern Lands (Site 37) – mixed use including residential, office, leisure, local and neighbourhood shops, education, community uses and open space; • 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.</p>	<p>Compliant: The A5 Corridor study is considered to be in accordance with the principles set out in the guidance contained in the adopted Development Framework (2005).</p>

Key relevant local and strategic supplementary planning documents

Local Supplementary Planning Documents and Guidance:

- Infrastructure Delivery Plan (2011)
- Sustainable Design and Construction (2013)
- Planning Obligations (Section 106) (April 2013)