

APPENDIX 5

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 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 Phase 1A (North) provides all necessary connections to facilitate the rest of the northern development and in addition, some of the key roads south of the A406 to facilitate the first plot of the Southern Development. Key elements of the road network for the whole development are therefore provided.
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: With regards to this current Reserved Matters Application, 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.

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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>This particular RMA provides 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. The Infrastructure RMA includes major highway works, including the M1/A406/A5, Brent Cross A406 Ingress/Egress, A406/A41, A5/A407 and A407/Claremont Road junction improvement schemes.</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.	Compliant: The 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.
Policy 3.1 (Ensuring equal life chances for all)	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.	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.
Policy 5.12 (Flood risk management); Policy 5.13 (Sustainable drainage)	<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 River Brent diversion works are part of a host of infrastructure works designed to remove barriers and constraints to development and open up the wider area to ensure that the regeneration proposals capitalise on the excellent transport links and new open space areas that will be created.</p> <p>Conditions 44.2 - 44.4 of the s73 permission relate specifically to the diversion of the River Brent and associated works. This proposal has been based on initial technical work around the content of the above planning conditions and therefore complies with the policy.</p>

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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.	Compliant: The proposed development 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.
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.	Compliant: The proposed RMA provides several improved and new accessible bus stops as well as facilitating the new high quality bus station at the shopping centre to be implemented as part of Phase 1B (North). The new road layout will also facilitate the modification and improvement of bus services in future phases.
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 RMA has been preceded by a Phase Transport Report (PTR) for Phase 1 (Condition 37.2) and includes a Reserved Matters Transport Report for Phase 1A (North). Both of these have been carried out in accordance with the Section 73 Planning Permission and accompanying 2014 Section 106 Agreement which included the draft scope for both these reports, as agreed with TfL. TfL also agreed with the final scope for the PTR and the RMTR. The reports both deal thoroughly with all aspects of the transport impacts of the BXC Development as appropriate; in particular ensuring that impacts are fully assessed and sufficient transport capacity is provided across the modes. In addition the A5 has been examined as part of the A5 Corridor Study and several routes for pedestrians and cyclists have been examined as part of the Area Wide Walking and Cycling Study.
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.	Part Compliant: The BXC development is in an area which currently has the full range of possible Public Transport Accessibility Levels (PTALs), and the future phases include key public transport improvements designed to ensure that the site has much better future PTAL. These are partly facilitated through the new road network created by this Phase 1A (North) RMA, which provides for direct access off the re-aligned Prince Charles Drive to the new bus station. The RMA also provides some of the key roads including Market Street and the western end of School Lane. The latter is planned to be bus-only at end state, and these two roads will provide an east-west connection for new / diverted bus services across the southern development, and when Market Square is linked with High Street South as part of a future phase there will a direct connection to the

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		new railway station.
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 RMA provides a significant amount of new roads to facilitate existing and future bus routes, including providing connections off Prince Charles Drive to the new bus station. Seven new and 10 replacement accessible bus stops are included, together with two modified accessible coach stops. There is a Phase 1A (North) Pedestrian and Cycle Strategy approved under Condition 2.8 which includes details of the proposed walking routes to stops.
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).	<p>Compliant: The approved Area Wide Walking and Cycling Study (AWWCS - Condition 1.20) and the Phase 1A (North) Pedestrian and Cycle Strategy (Condition 2.8) will ensure that a coherent network of cycle routes is provided on a phase by phase basis as part of the overall scheme, including as part of AWWCS appropriate links between the site and adjacent communities. The developers will be required to fund appropriate improvements and mitigation measures outside the red line scheme boundary in the light of the AWWCS.</p> <p>The key cycling elements of the Phase 1A North Pedestrian and Cycling strategy included in the RMA are provision of key connection points including via Sturgess Park, Claremont Park, Clitterhouse Playing Fields (to the proposed Mayoral Cycle Superhighway 11 along the A41 corridor), Staples Corner and across the A41 via existing improved subways at Haley Road and Ridge Hill, and via the A41 / A406 junction. There is also improved access along the river Brent corridor and across the A406 for cyclists with the Living Bridge, a new bridge at Staples Corner (bridge B6) and the improved replacement Tempelhof Bridge. The cycle routes were designed as part of the outline approved scheme as so pre-date the latest TfL Design standards; however, cycle routes will be implemented in accordance with the latest standards where practicable.</p>
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.	<p>Compliant: The approved Phase 1A (North) Pedestrian and Cycle Strategy (Condition 2.8) provides key high quality pedestrian routes via Sturgess Park, Claremont Park, Clitterhouse Playing Fields, Staples Corner and across the A41 via existing improved subways at Haley Road and Ridge Hill, and via the A41 / A406 junction.</p> <p>Improved access across the A406 is provided for pedestrians with the shared space Living Bridge close to the shopping centre and a new bridge at Staples Corner (bridge B6). Access over the A406 will be further enhanced by the improved replacement Tempelhof Bridge and the</p>

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		<p>improvement of facilities at the A406/A41 junction. A fully accessible pedestrian route along the re-aligned river Brent corridor is also provided.</p> <p>Signing throughout the development will be provided in accordance with the guidelines set out in Legible London, and contained in the Wayfinding and Inclusive Access Strategy. A high quality public realm is proposed throughout.</p>
<p>Policy 6.12 (Road network capacity)</p>	<p>Proposals should improve the road network taking into account: where it contributes to sustainable development, regeneration and improved connectivity, the extent of any additional traffic and any effects it may have on the locality, congestion impacts, the net benefit to the environment, how conditions for pedestrians, cyclists, public transport and freight users and local residents, as well as road safety, can be improved.</p>	<p>Compliant: The RMA includes the necessary road improvements as part of the overall BXC Regeneration scheme to mitigate the impact of the development whilst at the same time providing improved connectivity both within the development area, particularly north of the A406, and to the wider network. Local and strategic traffic impacts are assessed in the Transport Assessment for the outline approved scheme, and the A5 corridor has been further assessed as part of the A5 Corridor Study (A5CS), subject of a separate report before Members. The Phase 1 impacts have been examined in the Phase Transport Report (PTR), approved under Condition (37.2), and the RMTR, which is considered to be consistent with all these. The A5CS, PTR, RMTR and approved Pre-RMA Conditions together address the other policy issues, the PTR and RMTR in particular provide a multi-modal assessment of the Phase 1A (North) proposals.</p>
<p>Policy 7.1 (Lifetime Neighbourhood)</p>	<p>Development should enable people to live healthy, active lives; should maximize the opportunity for community diversity, inclusion and cohesion; and should contribute to people's sense of place, safety and security. Places of work and leisure, streets, neighbourhoods, parks and open spaces should be designed to meet the needs of the community at all stages of people's lives, and should meet the principles of lifetime neighbourhoods.</p>	<p>Compliant: A key objective of the BXC scheme is to create a sustainable and balanced community. The new and existing community will benefit from the enhanced new and improved infrastructure developments.</p>

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Policy 7.2 (An Inclusive Environment)	Development proposals should explain how following engagement with relevant user groups and the principles of inclusive design has been integrated into the proposed development; and how inclusion will be maintained and managed.	<p>Compliant: With regard to inclusive access a lift will be added from the Bus station and Living Bridge level to provide step free access to the Riverside Park; the exact location of the lift within the proposed identified zone and the specification and design of the lift, will be submitted and approved by the Council subject to consultation and agreement with the Consultative Access Forum.</p> <p>In addition, ramped access is provided to the Riverside Park by way of a graded route connecting a proposed upper walkway to the riverside park walkway.</p> <p>The inclusive access point in the Eastern Park is at the existing A41 underpass. For those travelling between the Tempelhof Bridge and the residential areas to the East of the A41, a ramp is proposed. This increases inclusive access to the river path to the west, via a graded slope of 1:21 with a dog leg and generous landings.</p>
Policy 7.3 (Designing out crime)	Development proposals should reduce the opportunities for criminal behaviour and contribute to a sense of security without being overbearing or intimidating.	<p>Compliant: The proposed non-highways infrastructure development will be subject to a proposed lighting strategy which will assist in designing out crime. Whilst lighting strategy details have been provided in the Design Development Report that accompanied the application the final detail has still to be agreed and is subject to planning conditions requiring the submission of relevant details.</p> <p>In addition, the Estate Management Framework includes a section on Safety in the Public Realm and notes that the Shopping Centre CCTV strategy will extend to the Central Brent Riverside Park.</p>
Policy 7.4 (Local character); Policy 7.5 (Public realm);	<p>Buildings, streets and open spaces should provide a high quality design that has regard to the pattern and grain of the existing spaces in orientation, scale, proportion and mass. Contributes to a positive relationship between the urban structure and natural landscape features.</p> <p>Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space.</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> <p>Compliant: There are a number of key gateways and focal points to the public realm being provided as part of the RMA, for example the Living Bridge has been designed to ensure that it is a high quality shared-space that is attractive, fully accessible and user friendly. The developer will maintain areas of highway verge and landscape areas under license and the riverside park to ensure the appropriate high standards are maintained post construction.</p>

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<p>Policy 7.13 (Safety Security and Resilience to Emergency)</p>	<p>Development proposals should contribute to the minimization of potential physical risks, including those arising as a result of flood and related hazards.</p>	<p>Compliant: The highway proposals are generally in accordance with established national design guidance, and where these standards aren't achieved, then detailed assessment, risk assessment, and departure from standards application submitted.</p> <p>The risk caused by flood is low as access to the river corridor in times of expected flood will be controlled by the Development partners as required under the Flood Management Strategy; Condition 3.</p>
<p>Policy 7.14 (Improving air quality)</p>	<p>Development proposals should minimise increased exposure to existing poor air quality and make provision to address local problems of air quality. Reconcile the importance of tackling air pollution and improving air quality.</p>	<p>Compliant: The matter of Air Quality was assessed in the s73 Permission Environmental Statement and this assessment has been revisited in relation to the current RMA within the ES Further Information Report.</p> <p>In summary, the updated air quality modelling of road traffic from the Development has taken account of improvements in technology and tighter emissions controls through the future pollutant emission rates. Although the modelling results showed that, for NO₂, there would be a Substantial Adverse impact on NO₂ at the junction of the A5 Cricklewood Broadway and Cricklewood Lane, and Moderate Adverse impacts on NO₂ locally along stretches of Cricklewood Lane and Claremont Road, south of the Development, the impact at the vast majority of sensitive receptors (representative of existing properties) is Negligible. Furthermore, Slight Beneficial impacts are also predicted at a number of receptors. The impact on particulate matter (both PM₁₀ and PM_{2.5}) is also Negligible, without any mitigation measures in place.</p> <p>By way of mitigation it is noted that a number of measures to encourage non-car mode travel will be implemented through the Framework Travel Plan (FTP) for the Development. A draft FTP accompanied the s.73 Application with its main objectives being to reduce reliance on the private car and encourage future site occupiers / users to travel in a more sustainable manner. Any reduction in traffic flows through the implementation of the FTP would reduce predicted impacts on air quality.</p> <p>The ES notes that air quality monitoring would be necessary at the locations described above following completion of the Development. Where exceedences of the NO₂ annual mean objective are confirmed and attributed to the Development, specific mitigation measures such as mechanical ventilation and NO_x filtration may be required to ensure appropriate indoor air quality.</p> <p>Assuming the above FTP is implemented and</p>

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		effectively leads to reductions in traffic flows compared to the current forecast flows used in this assessment, it is considered that the residual impacts at the properties where a Substantial Adverse impact is predicted without mitigation would likely reduce to Moderate Adverse, considering that only a small reduction in NO _x emissions would be required.
Policy 7.15 (Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes)	Development proposals should seek to mitigating and minimizing the existing and potential adverse impacts of noise. Separate new noise from major noise sources (such as road) through the use of distance or acoustic screening.	Compliant: An acoustic barrier is required to ensure that the Brent Riverside Park is protected from the noise of the adjacent A406 (north circular) and can meet suitable standards expected for a publically accessible open space. It is anticipated that this noise barrier may be within the public highway and it is expected that the Highways Authority will either give a license to the Brent Cross Cricklewood development partners to allow them to maintain the structure or else will require a commuted sum to cover any maintenance costs should the structure be adopted as part of the public highway by the relevant highway authority.
Policy 7.19 (Biodiversity and access to nature)	Proposals should: <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: One of the key principles of this proposal is to improve local bio-diversity within the Riverside Park environment. The creation of a marginal wetland environment associated with the river will help facilitate this aim. It is considered that the development will result in a net gain in biodiversity in terms of habitat quality and connectivity.
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 proposed development includes extensive tree planting and landscaping throughout the development. The new planting will compensate for the loss of existing trees due to be removed to accommodate the new Shopping Centre and infrastructure.
Policy 7.28 (Restoration of The Blue Ribbon Network)	Development proposals should restore and enhance the Blue Ribbon Network by taking opportunities to open culverts and naturalise river channels, increasing habitat value and protect the open character of the Blue Ribbon Network.	Compliant: It is considered that the proposal enhances local habitat, ecology and biodiversity and makes a positive contribution to the area. The proposal is in accordance with this policy.

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Policy 7.30 (London's canals and other river's and water spaces)	Development proposals along London's canal network and other rivers and water bodies (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 overall improvement of the habitat of rivers brooks and streams in accordance with this policy.

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 is therefore 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>The proposed development relates to matters reserved following the grant of planning permission in 2014.</p> <p>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 in addition, some of the key roads south of the A406. Key elements of the road network for the Southern development are provided.</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>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. The current Reserved Matters Application for the proposed for access and Landscaping for infrastructure including roads, bridges and River Brent diversion works is consistent with the 2014 permission.</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</p>

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	<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>existing neighbourhoods. The new infrastructure will support the wider Brent Cross regeneration.</p>
<p>CS9 (Providing safe, efficient and effective travel)</p>	<p>Promote the delivery of appropriate transport infrastructure in order to support growth.</p> <p>Ensure new development funds infrastructure to keep existing traffic moving and cope with new demands.</p> <p>Key elements include:</p> <ul style="list-style-type: none"> • Ensuring More Efficient use of the local road network • Taking a comprehensive approach to tackling the school run • Delivery of high quality transport systems in regeneration areas and town centres <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</p>	<p>Part Compliant: The RMA is a key element in the phased delivery of a high quality transport system at BXC and includes the appropriate level of Transport Assessment agreed by all key stakeholders, including a detailed Reserved Matters Transport Report (RMTR). The RMTR and associated parts of the submission demonstrates that the Phase 1A (North) infrastructure provides adequate and safe highway capacity and describes the proposals for a comprehensive range of improvements to all modes of transport. Major improvements to the A406 at Staples Corner and to the A41 interchange are part of the phase, as are the connections to the proposed new bus station are provided off Prince Charles Drive. The Phase 1A (North) road layout will also facilitate future bus service modifications and enhancements. The Rapid Transit Bus Service and improvements to Cricklewood station remain, although they are currently unfunded. Other proposals in CS9 related BXC are planned to be delivered as part of future phases or are being addressed through specific Conditions.</p>

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	<p>transport facilities are delivered in line with demand.</p> <p>Deliver with partners high quality public transport improvements along the A5, bus service enhancements as part of regeneration schemes, including a high quality bus station at BXC and a Rapid Transit bus service.</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: With regard to inclusive access a lift will be added from the Bus station and Living Bridge level to provide step free access to the Riverside Park; the exact location of the lift within the proposed identified zone and the specification and design of the lift, will be submitted and approved by the Council subject to consultation and agreement with the Consultative Access Forum.</p> <p>In addition, ramped access is provided to the Riverside Park by way of a graded route connecting a proposed upper walkway to the riverside park walkway.</p> <p>The inclusive access point in the Eastern Park is at the existing A41 underpass. For those travelling between the Tempelhof Bridge and the residential areas to the East of the A41, a ramp is proposed. This increases inclusive access to the river path to the west, via a graded slope of 1:21 with a dog leg and generous landings.</p>
<p>CS11 (Improving health and wellbeing in Barnet)</p>	<p>Will improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased access to green spaces and improving opportunities for higher levels of physical activity.</p>	<p>Compliant: Although the Infrastructure developments serves to enhance the redevelopment of Brent Cross shopping Centre. The development also provided key enhanced and improved pedestrian and cycle routes via Sturgess Park, Claremont Park and Clitterhouse Playing Fields. Additionally, a linear green corridor incorporating a new pedestrian and cycle access will enable residents to move west to east without having to access the shopping centre and remote from vehicular traffic.</p>
<p>CS12 (Making Barnet a safer place)</p>	<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</p>

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		<p>providing a safe and secure environment.</p> <p>These systems will extend to the Central Brent Riverside Park and Living Bridge (surface).</p>
<p>CS15 (Delivering the Core Strategy)</p>	<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 current RMA sits under the S73 permission and 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>		
<p>GCrick Cricklewood, Brent Cross and West Hendon Regeneration Area</p>	<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 over the plan period. 	<p>Compliant: the development is consistent with this strategic aim, falling as it does within the terms of the S73 permission.</p>
<p>C1 Comprehensive Development</p>	<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. 	<p>Compliant: The 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.</p>
<p>C7 Transport Improvements</p>	<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 (NCR) and one vehicular link crossing the railway to the Edgware Road. iii. A new integrated railway station and new integrated bus station at 	<p>Part Compliant: The RMA includes five of the gateway junctions providing connections to the strategic roads in the area and the new Tempelhof bridge across the NCR. It also facilitates the new bus station by providing the connections off Prince Charles Drive and as explained in the various other policy sections above provides compliant facilities for pedestrians including disabled people, cyclists and bus users. The other facilities set out in policy C7 are planned to be provided as part of future phases, except for the rapid transit system which, whilst still part of the proposals, is currently unfunded.</p>

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	<p>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.</p> <p>iv. A new bus station at Brent Cross, to north of the North Circular Road, with associated improvements to the local 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>	
<p>UDP Site Specific Proposals (2006)</p>	<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 open space; • New Railway Station Cricklewood (Site 38) – railway station and public transport interchange; • New Waste Transfer Station (Site 39) – waste handling facility. 	<p>Compliant: the proposal is consistent with the Proposals Map.</p>
<p>Cricklewood, Brent Cross, West Hendon Regeneration Area Development Framework SPD 2005.</p>		
<p>The Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework was adopted by the council and the Mayor of London as Supplementary</p>	<p>Compliant: Compliance in relation to the proposed Infrastructure RMA. : The parameters and principles of the BXC scheme are considered to be</p>	

Policy	Content Summary	Extent of Compliance and Comment
	<p>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>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 general proposals are consistent with the vision and aims of the Development Framework.</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)

Strategic Supplementary Planning Documents and Guidance:

Accessible London: Achieving an Inclusive Environment (April 2004)
Sustainable Design and Construction (May 2006)
London's Foundations SPG (March 2012)