

Appendix 5

Analysis of Scheme Compliance with Regional and Local Planning Policy

Table 2.1: Analysis of the proposals compliance with London Plan

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 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 RMA proposals for Phase 1B (North) are considered to constitute sustainable development in accordance with the parameters and other relevant development plan policies.
Policy 2.1 (London in its Global, European, and United Kingdom Context)	The Mayor, GLA Group and Strategic Agencies should ensure that London retains and extends its role as a place to visit and enjoy, and that development of London supports the spatial, economic, environmental and social development of Europe and the United Kingdom.	Compliant: further to the existing centre, the 1BN RMA proposes a high quality offer and environment for visitors. Through the creation of employment opportunities and the open space proposals along the Brent Riverside Walkway, Sturgess Park and Nature Park 4, the scheme will support economic, social and environmental development.
Policy 2.6 (Outer London: vision and strategy);	The full potential of outer London should be recognised to enhance economic opportunities and transport requirements and the quality of life for present and future residents.	Compliant: the 1BN RMA proposal seeks a replacement bus station alongside a greater retail and leisure offer for local and future residents.
Policy 2.7 (Outer London Economy)	Accessibility to town centres should be improved, and improvements to enhance the vibrancy of town centres should be prioritised.	Compliant: the proposed replacement bus station will improve accessibility to 1BN. The vibrancy of the BXN town centre will be enhanced through the retail, leisure and restaurant offer proposed as well as the open spaces provided in and around the shopping centre.
Policy 2.8 (Outer London: Transport)	Accessibility should be enhanced by improving links and public transport access to and between town centres, and promoting cycling and walking in outer London.	Compliant: the replacement bus station will improve links to and from the BXN town centre. The proposals for the scheme include an extensive pedestrian and cycle network which links in with the wider network in the surrounding areas.

Policy	Content Summary	Extent of compliance and comment
Policy 2.13 (Opportunity Areas and Intensification Areas)	<p>Seek to optimise residential and non-residential output and densities, provide necessary social and other infrastructure to sustain growth, and, where appropriate, contain a mix of uses.</p> <p>Contribute towards meeting (or where appropriate, exceeding) the minimum guidelines for housing.</p> <p>Support wider regeneration and integrate development proposals to the surrounding areas especially for regeneration.</p>	<p>Compliant: it is considered that the proposal for Phase 1B (North) optimises the development potential of the land and proposes a mix of uses including: A1 – A5 retail, C1 hotel, C3 residential, car parking, energy centre, parks and open spaces.</p> <p>The residential proposal has a density of 75 dwellings per hectare exceeds the indicative density set out in the outline permission of 43 dwellings per hectare (Table 3b of the RDSF). Amenity for housing is provided on site as well as making use of adjacent green spaces which are being improved under the proposal.</p> <p>The proposed development provides supporting infrastructure to the wider BXC regeneration area. The replacement bus station will benefit the wider area, as will the shopping centre offer, and the parks and green spaces. The proposed development will therefore be well integrated with the surrounding area.</p>
Policy 2.14 (Areas for regeneration)	<p>Boroughs should identify spatial areas for regeneration and spatial policies to bring together regeneration, development and transport proposals with improvements in access, employment, environment and housing.</p>	<p>Compliant: The wider BXC site is identified as a London Plan Opportunity Area in need of comprehensive regeneration and capable of accommodating significant housing, jobs and community infrastructure. Outline planning consent is in place as per reference F/04687/13.</p> <p>It is considered that the proposal achieves the relevant strategic requirements of this policy.</p> <p>The proposals provide greater access to and from the site with new safe and inclusive 24 hour routes, a replacement bus station in operation for 24 hours a day, and through the reserved matters proposals associated with northern landing point of the Living Bridge which will integrate the site with the southern regeneration site. The ES FIR for 1BN states that employment generation due to the BXN regeneration results in approximately 4,000 jobs. The improvement of green spaces and parks will be realised through this regeneration proposal, and housing development is proposed on an existing car park site.</p>

Policy	Content Summary	Extent of compliance and comment
Policy 2.15 (Town Centres)	<p>Town centres should provide a competitive choice of goods conveniently accessible to all Londoners particularly by public transport, cycling and walking.</p> <p>Vitality and viability of town centres should be sustained and enhanced, quality and diversity of town centre retail and leisure should be supported and public realm and links to green infrastructure should be enhanced.</p>	<p>Compliant: The proposal seeks an uplift in retail floorspace of 82,325sqm alongside 14,532sqm of leisure use floorspace which will provide a competitive choice for customers within a vibrant setting due to the high quality design proposed. The proposal includes new inclusive pedestrian routes as well as cycle routes with associated infrastructure. The replacement bus station in operation for 24 hours a itself will promote the use of public transport to the site, as well as providing a key link to the Brent Cross Underground Station. The proposal provides several areas of open public space as well as areas of covered public space. Links to the green infrastructure have been enhanced and accessible routes with accessible vertical access are proposed to promote the linkages to the Brent Riverside Walkway.</p>
Policy 2.18 (Green infrastructure: the multi-functional network of green and open spaces)	<p>Development proposals should protect, promote, expand and manage the extent and quality of, and access to, London's network of green infrastructure</p>	<p>Compliant: the wider BXC development will 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 network of cycle and pedestrian routes will be provided which will link areas of open space.</p> <p>Within the 1BN development area, the Eastern and Western reaches of the Brent Riverside Walkway are proposed which provides a natural green link across the development site. Greening of the Living Bridge will provide a quality link to the green spaces within the southern development area which are proposed to be improved. A new link will be provided to the existing Sturgess Park which is also proposed to be improved more generally. The park will therefore be accessed more easily by visitors as well as the existing and future local residents.</p>

Policy	Content Summary	Extent of compliance and comment
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. Boroughs should engage with local groups and communities to identify their needs and make appropriate provision for them.	<p>Compliant: The impact of the wider BXC development on existing social infrastructure provision was appropriately considered and approved under the Outline and S73 applications. The proposed provision has been considered to be adequate to meet forecasted need in accordance with this policy.</p> <p>The CAF (Community Access Forum) were consulted on the proposals for 1BN and engaged in the pre-application design process where needs were identified and designed into the scheme. This included a shop mobility unit, enhancements to the routes and spaces of the site to ensure a greater level of inclusivity.</p>
Policy 3.2 (Improving health and addressing health inequalities)	New developments should be designed, constructed and managed in ways that improve health and promote healthy lifestyles.	<p>Compliant: The RMA proposals are found to be compliant with the objectives of this policy.</p> <p>It is considered that the proposed buildings will represent an improvement in the quality of building design and environment. The development proposed new safe and accessible routes. Provision of new open space and play areas such as the improvements to Sturges Park and the details of the Eastern and Western Brent Riverside Walkway, as well as the cycle routes proposed will also provide opportunities for higher levels of physical activity in accordance with policy requirements.</p>
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 28,000 by 2025/6 with an annual target of 2,126.	Compliant: This RMA application will deliver 52 housing units contributing towards strategic housing targets for Barnet and London.
Policy 3.4 (Optimising housing potential)	Development should optimise housing output for different types of location taking into account local context and character, the density ranges within Table 3.2 of the London Plan, and public transport capacity. Proposals which compromise this policy should be resisted.	Compliant: The proposal for 1BN has a density of approximately 75 dwellings per hectare which exceeds the density recommended within the RDSF of the s.73 outline Permission. The scheme is considered to comply with the objective of this policy and is found to provide an optimum density of development. The proposal puts forward an acceptable design response which complies with the relevant development plan policies, responds acceptably to the local context and character and takes account of the sites location.

Policy	Content Summary	Extent of compliance and comment
Policy 3.5 (Quality and design of housing developments)	<p>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.</p> <p>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.</p>	<p>Compliant: The residential development will maximise the potential of the site in accordance with this policy creating a quality environment that meets the relevant standards. The submitted plans demonstrate that all flats and houses meet the London Plan minimum internal space standards and in general compliance with Lifetime Homes Standards. The design of the residential development is sensitive to the surrounding local context and character.</p>
Policy 3.6 (Children and young people's play and informal recreation facilities)	<p>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.</p>	<p>Compliant: Plot 113 falls within 100m of Sturges Park which includes play areas and open space facilities. This distance is in line with the London Plan Play Space Requirements and therefore no separate play provision is required at the Plot. The application is considered to meet the objectives of this policy.</p>
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 Appendix 6 of the DSF of the S73 Consent, all units will achieve Lifetime Homes standards. Six of the 52 units are proposed as wheelchair adaptable which equates to 11% of the proposed units. This exceeds the target of 10% specified in the S73 Consent and London Plan. The proposal is considered acceptable.</p>

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<p>Policy 3.9 (Mixed and Balanced Communities);</p> <p>Policy 3.11 (Affordable Housing Targets)</p>	<p>Communities mixed and balanced by tenure and household income should be promoted across London. They must be supported by effective and attractive design and enhanced environment</p> <p>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>Compliant: No affordable housing is proposed for the scheme. In line with the S106 affordable housing review mechanism the applicant is not obliged by the s.73 outline Permission to provide affordable housing at the site.</p> <p>Condition 1.12 and 1.13 relating to affordable housing provision for Phase 1B (North) was approved under reference 17/2425/CON and supported by a viability assessment, drew the same conclusion.</p> <p>The proposals are considered to be high quality design creating a quality environment that meets the relevant standards.</p>
Policy 4.5 (London's Visitor Infrastructure)	London's visitor economy should be supported and its growth stimulated accounting for business and leisure visitors, with a drive for additional hotel bedrooms 10% of which should be wheelchair accessible.	Compliant: The proposal for 1BN includes a hotel development of up to 200 bedrooms. 10% of these will be designed as wheelchair accessible. The plans to be submitted for the hotel will be done so via condition attached to the RMA.
Policy 4.7 (Retail and Town Centre Development)	Bringing forward retail and leisure developments within town centres is supported.	Compliant: The proposal seeks reserved matters for a mix of uses including 82,325sqm of retail floorspace alongside 14,532sqm of leisure use floorspace within the northern town centre of the BXC site.
Policy 4.8 (Supporting a Successful and Diverse Retail Sector and Related Facilities and Services)	A successful, competitive and diverse retail sector should be supported which promotes sustainable access to goods and services for Londoners.	Compliant: The proposal seeks reserved matters for a mix of uses including 82,325sqm of retail floorspace alongside 14,532sqm of leisure use which will be supported by the proposed replacement bus station and new pedestrian and cycle routes which will connect to the wider network.

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<p>Policy 5.1 (Climate change mitigation);</p> <p>Policy 5.2 (Minimising carbon dioxide emissions);</p>	<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 reductions in CO₂ emissions.</p>	<p>Compliant: The proposal will meet the Carbon emission reduction targets required by the 2014 s.73 outline Permission and will comply with the reduction targets of 40% reduction against building regulations part L for residential buildings and 25% for non-domestic buildings. The proposal will meet these targets.</p> <p>The wider BXC development includes a range of climate change mitigation measures based on the Energy and Sustainability Strategies which have informed the Outline application. The proposed development is required by condition 35.6 of the S73 Consent to comply with the approved revised energy strategy. The performance standards of the buildings on-site will be maximised in order to reduce carbon dioxide emissions from the Scheme. A condition is recommended to this reserved matters application for compliance to be demonstrated. The development is considered to be in accordance with this policy.</p>
<p>Policy 5.3 (Sustainable design and construction)</p>	<p>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.</p>	<p>Compliant: The development will be designed to maximise the use of land around the existing centre, and which will include the replacement bus station. The proposed buildings are designed to achieve carbon savings in accordance with the relevant s.73 outline permission requirements.</p>
<p>Policy 5.6 (Decentralised energy in development proposals)</p>	<p>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.</p> <p>Energy systems should be selected in the following hierarchy, connection to existing heating or cooling networks; site wide CHP network; communal heating and cooling.</p>	<p>Compliant: The wider BXC planning permission includes provision for CHP(s). There will be a phased approach to the provision of this network with the potential to connect all plots</p> <p>A CHP is proposed within the 1BN site which will serve the site. The design of this has been developed in conjunction with the Energy Panel for BXC. There is potential for all units of the northern development to connect to the CHP should they wish to do so, and all residential development in 1BN will be provided with heating from the CHP. The CHP will also provide an option for other areas to connect into the CHP by provision of sleeved ducts at the boundary of the site.</p>

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<p>Policy 5.7 (Renewable energy);</p> <p>Policy 5.9 (Overheating and cooling)</p>	<p>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.</p> <p>Proposals should reduce potential overheating and reliance on air conditioning systems and demonstrate this has been achieved.</p>	<p>Compliant: The proposed development has been designed with a combined heat and power (CHP) plant on site which will provide heat through a district heating network to the proposed development.</p> <p>This will fully comply with this policy to reduce carbon dioxide levels. Further to this, the residential plot will incorporate PV panels on the roof.</p>
<p>Policy 5.10 (Urban greening);</p> <p>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, including the public realm. Elements that can contribute to this include tree planting, green roofs and soft landscaping</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 proposed development incorporates several areas of new soft landscaping on the site. Details of these would be controlled through the conditions recommended to ensure that they achieve as many of the objectives of this policy as are practical. Improvements to the ecological value of the existing site are proposed. The current site includes low quality amenity. The proposals create new opportunities for local wildlife on the site as part of a green corridor within the local area including: use of predominantly native replanting including fruit and flower trees; retained and replanted hedging; the inclusion of green and brown roofs and wall planting is also proposed.</p>
<p>Policy 5.12 (Flood risk management);</p> <p>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 wider BXC development 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 wider 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>

Policy	Content Summary	Extent of compliance and comment
<p>Policy 5.14 (Water quality and wastewater infrastructure)</p> <p>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 5.17 (Waste Capacity)</p>	<p>Suitable waste and recycling facilities are required in all new development.</p> <p>Minimising waste and achieving high reuse and recycling performance</p>	<p>Compliant: the provision of suitable waste and recycling facilities has been proposed for the 1BN development.</p>
<p>Policy 6.2 (Providing Public Transport Capacity and Safeguarding Land for Transport)</p>	<p>The quality, accessibility, attractiveness, of the public transport system should be improved.</p>	<p>Compliant: the proposed replacement bus station within 1BN has been designed to be accessible and inclusive: the public areas are covered and screened seating proposed is appropriate for all user groups, information kiosks are provided to help customers and public transport users.</p>
<p>Policy 6.3 (Assessing effects of development on transport capacity)</p>	<p>Development proposals should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network.</p>	<p>Compliant: The Phase 1 Phase Transport Report has been submitted under Condition 37.2. This covers the entire Phase 1 area north and south of the A406 which extends to circa 370,000sqm of development floorspace which includes 1,840 residential units.</p> <p>The 1BN proposal has been assessed in transport impacts. The conclusions of the environmental statement provided (ES FIR) and the Reserved Matters Transport Report demonstrate that the proposals are in compliance with the requirements of the policy.</p>
<p>Policy 6.7 (Better Streets and Surface Transport)</p>	<p>In conjunction with the Mayor and TfL, improvements should be made to the quality of bus transit.</p>	<p>Compliant: the proposal for 1BN seeks a replacement bus station of a better quality than the existing. The proposal has been developed in association with TfL.</p>

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, convenient and accessible cycle parking facilities in line with the minimum standards and the guidance set out in the London Cycle Design Standards (or subsequent revisions).</p> <p>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.</p>	<p>Compliant: Officers consider that the scheme proposes a suitable quality of cycle routes and pedestrian environment and the proposal would provide appropriate levels of facilities for cycles and cyclists.</p>
<p>Policy 6.11 (Smoothing traffic flow and tackling congestion)</p>	<p>Take a coordinated approach to smoothing traffic flow and tackling congestion through implementation of the recommendations of the Roads Task Force report.</p>	<p>Compliant: The Phase 1 Phase Transport Report has been submitted under Condition 37.2. This covers the entire Phase 1 area north and south of the A406 which extends to circa 370,000sqm of development floorspace which includes 1,840 residential units.</p> <p>The 1BN proposal has been assessed in transport impacts. The conclusions of the environmental statement provided (ES FIR) and the Reserved Matters Transport Report demonstrate that the proposals are in compliance with the requirements of the policy.</p>
<p>Policy 6.13 (Parking)</p>	<p>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>	<p>Compliant: Three multi storey car parks have been proposed which consolidate the existing level of parking. Electric charging points have been proposed for 10% of all parking bays and further details will be provided under condition 39.7 of the outline permission. Parking bays have been sized appropriately to provide 5% disabled bays with provision for 5% future conversion which is in line with the Car Park Management Strategy of the outline permission. A new servicing and delivery bay has been proposed which will serve the new development.</p>
<p>Policy 7.1 (Lifetime Neighbourhoods)</p>	<p>Development should be design to improve people's access to the blue ribbon network, to social and community infrastructure, and green spaces</p>	<p>Compliant: the proposed development has improved access to the blue ribbon network through the provision of the Eastern and Western Brent Riverside Walkway. A community facility is also proposed within a highly accessible location. The proposal provides improved and new green spaces.</p>

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Policy 7.2 (Inclusive environment)	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.	Compliant: All of the units are designed to meet the Lifetime Homes requirements and 11% will be wheelchair accessible/adaptable. The new hotel will provide 10% of rooms as wheelchair accessible. All routes in and around the development plots and spaces have been designed to ensure they are accessible and promote an inclusive environment.
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.	Compliant: The development incorporates the principles of “Secured by design”. The Metropolitan Police Service consultation response has been considered in the design of the proposals.
Policy 7.4 (Local character); Policy 7.5 (Public realm); Policy 7.6 (Architecture)	Buildings, streets and spaces should provide a high quality design response. 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. Architecture should make a positive contribution to a coherent public realm, incorporate the highest quality materials and design appropriate to its context.	Compliant: Officers consider that the proposed development provides an appropriate and quality design approach to the buildings and spaces which form part of the application. The proposal is considered to demonstrate the influence of these policies and compliance with their key objectives where they are relevant.
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 level of activity resulting from the development along with passive overlooking will improve security in and around the development plots. The proposal includes measures designed to prevent terrorism. The submission is considered to accord with secure by design principles.

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Policy 7.14 (Improving air quality)	<p>Proposals should:</p> <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 and construction of buildings. - 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>Compliant: The submission demonstrates that the proposal would not have a significant adverse impact on air quality and the impact of local air quality of the development can be adequately mitigated.</p> <p>The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p>
Policy 7.15 (Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes)	<p>Proposals should seek to manage noise by avoiding significant adverse noise impacts on health and quality of life as a result of new development; improving and enhancing the acoustic environment and promoting appropriate soundscapes; promote new technologies and improved practices to reduce noise at source, and on the transmission path from source to receiver.</p>	<p>Compliant: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives. The development would not have a significant adverse impact on neighbouring occupiers and users and the amenities of future occupiers would be adequately protected as far as is practicable in this instance. Mitigation identified within the proposal and ES FIR will be implemented to address these policy requirements. For the residential development, Condition 29.1 which assesses the acoustics for residential plots has been approved.</p>

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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. 	<p>Compliant: The application is considered to demonstrate the influence of this policy and includes measures to make a positive contribution to biodiversity.</p> <p>Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
Policy 7.21 (Trees and woodlands)	<p>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.</p>	<p>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives. The proposal would result in the removal of some trees and retention of others within the site. Adequate replacement planting has been proposed. Conditions have been recommended to ensure that the key objectives of this policy would be carried through at implementation.</p>
Policy 7.27 (Blue Ribbon Network: Supporting Infrastructure and recreational use)	<p>The Blue Ribbon Network should enhance access points alongside the network.</p>	<p>Compliant: the proposal includes details of the Eastern and Western Brent Riverside Walkway. Currently access to the river network is restricted by the layout of surrounding roads. 1BN will propose a recreational pedestrian and cycle upper and lower riverside walkway.</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. 	<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 wider 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 proposals for Phase 1B (North) achieve the relevant strategic requirements of this policy.</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 consider whether in the circumstances the Local Plan 	<p>Compliant: The S73 consent provides for the comprehensive redevelopment of Brent Cross Cricklewood in accordance with this policy and the Saved UDP policies. The S73 consent, on the basis of the conditions and planning obligations associated with it, will continue to ensure that the development is commenced in accordance with the CS2 milestones in Appendix B.</p> <p>It should be noted that the decision on the CPO 1 and 2 orders have been delayed and are pending. A CPO 3 has been lodged. The proposals of this Phase 1B (North) RMA, if approved will commence in the short term and therefore it is not considered that a review of</p>

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	<p>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>the policy framework for Brent Cross Cricklewood is required.</p>
<p>CS3 (Distribution of growth in 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 development potential of 1BN has been optimised and this RMA application will deliver 52 housing units contributing towards strategic housing targets for Barnet and London.</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. 	<p>Compliant: The proposal provides an appropriate mix of dwelling types and sizes and includes a range of measures to ensure that the development would provide an inclusive environment for all members of the community. This includes all the dwellings proposed being constructed to achieve the relevant Lifetime Homes standards and 11% proposed as wheelchair accessible / adaptable.</p> <p>The proposals are considered to be high quality design creating a quality environment that</p>

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	<ul style="list-style-type: none"> - Seeking a variety of housing related support options. - Delivering 5500 new affordable homes by 2025/26 and seeking a borough wide target of 40% affordable homes on sites capable of accommodating 10 or more dwellings. - Seek an appropriate mix of affordable housing comprising 60% social rented housing and 40% intermediate housing. 	meets the relevant standards.
CS5 (Protecting and enhancing Barnet's character to create high quality places)	<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>Compliant: The application is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The design approach proposed takes suitable account of its context, the character of the area, the relationship with neighbouring buildings and spaces and provides a scheme of an appropriate standard.</p> <p>The development plots and Critical Infrastructure within 1BN has been designed to a high quality and meets the objectives of this policy.</p>
CS6 (Promoting Barnet's Town Centres)	Brent Cross will be promoted as a new metropolitan town centre. Future development should be linked to an enhanced role for public transport and should make a positive modal	Compliant: the proposal for 1BN seeks an increase in the retail and leisure use which currently exists and will contribute to creating a metropolitan town centre. The replacement bus station will encourage the use of buses to and

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	shift from car use to public transport.	from the site, and the introduction of charging for parking serving the town centre will make a positive impact on modal shift from car use to public transport.
CS7 (Enhancing and protecting Barnet's open spaces)	<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 - 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. 	<p>Compliance: the proposal for 1BN seeks improvements to the existing Sturgess Park as well as providing detailed design for the Eastern and Western Brent Riverside Park as well as the creation of Nature Park 4. Where trees are proposed to be removed, further planting is proposed and mitigation measures will be implemented to protect existing biodiversity, particularly birds and bats.</p>
CS9 (Providing safe, efficient and effective travel)	<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>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>	<p>Compliance: The proposal is considered to demonstrate the influence of this policy and compliance with its key objectives.</p> <p>The RMTR is considered to have assessed the impact of the proposed development over an appropriate area of influence. The design of the development is considered to take full account of the safety of all road users, includes appropriate access arrangements and would not unacceptably increase conflicting movements on the road network or increase the risk to vulnerable road users.</p>
CS10 (Enhancing inclusive and integrated community facilities and uses)	<p>The enhancement and inclusive design of community facilities will be supported</p>	<p>Compliant: the 1BN proposal provides a community facility which is located in a highly accessible area above the replacement bus station and at the northern landing of the Living Bridge which connects the centre to the wider BXC regeneration area in the south.</p>
CS11 (Improving health and wellbeing in Barnet)	<p>Will improve health and wellbeing in Barnet through a range of measures including supporting healthier neighbourhoods, ensuring increased access to green spaces and</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>

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	improving opportunities for higher levels of physical activity.	It is considered that the improvements proposed to the existing green spaces and creation of public realm will make a significant contribution towards improving health and well being.
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".</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 drainage systems. - Seek to improve air and noise quality. 	<p>Compliant: The wider BXC development includes a range of climate change mitigation. The proposed RMA development is required by condition 35.6 of the S73 Consent to comply with the approved revised energy strategy. The performance standards of the buildings on-site will be maximised in order to reduce carbon dioxide emissions and the proposed CHP which will serve the 1BN development plots will contribute towards this. A condition is recommended to this reserved matters application for compliance to be demonstrated. The development is considered to be in accordance with this policy.</p> <p>Conditions of the outline permission will address sustainable drainage for the development at 1BN under conditions 1.27 and 44.5.</p> <p>The proposal would not have a significant adverse impact on the local noise environment or air quality.</p>

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CS14 (Dealing with our waste)	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.	Compliant: the provision of suitable waste and recycling facilities has been proposed for the development. Facilities serving the main retail development plots will be located within the new servicing and delivery yard. Refuse facilities and a refuse strategy is proposed for the Plot 113 residential development.
CS15 (Delivering the Core Strategy)	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.	Compliant: The planning obligations attached to the S73 Consent secure appropriate contributions and direct delivery of infrastructure as part of the wider BXC development.

Saved UDP Polices (2006) as referred to in Core Strategy Policy CS2

GCrick Cricklewood, Brent Cross and West Hendon Regeneration Area	The Council seeks integrated regeneration in the Cricklewood, Brent Cross and West Hendon Regeneration Area and that all development is of the highest environmental and design standards	Compliant: It is considered that the proposals for Phase 1BN through its linkages to the southern development and therefore the wider BXC regeneration area, as well as the replacement bus station and pedestrian and cycle routes proposed will integrate the site with the surrounding areas.
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. The RMA application for Phase 1B North is part of the wider outline consent for the comprehensive redevelopment of the Brent Cross Cricklewood regeneration area.
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: It is considered that the development proposed for Phase 1B (North) will deliver a high quality environment in accordance with accepted principles of good urban design and this policy.
C3 Urban Design – Amenity	The development should protect and improve the existing amenities of existing residents.	Complaint: The proposals are not considered to result in significant harm to the amenities of existing neighbouring occupiers. Existing properties are located a suitable distance from the proposed development and have sufficient

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		screening from tree planting and existing tree canopies to prevent harmful overlooking.
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 • There must be a buffer zone, appropriate protection of legally protected species, and opportunities taken to enhance the biodiversity of the area. 	<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 planning conditions are included to ensure sustainability targets are met.</p> <p>Substantial improvements are proposed to the River Brent and its eastern and western corridor. Therefore it is considered that all criteria of this policy are met.</p>
C8 Parking Standards	<p>This sets out maximum parking standards of 1 space per residential unit within the Regeneration Area. No further parking is permitted for retail, leisure facilities and hotels within the new town centre.</p>	<p>Compliant: The scheme will provide three multi storey car parks which consolidate the existing car parking serving the existing Brent Cross Shopping Centre. No further car parking is proposed for retail, hotel or leisure uses. Car parking for the residential plot will be provided at 0.7 spaces per unit. This reduction against policy is due to the consideration of modal shift since the new Thameslink train station will be delivered prior to the residential development being delivered on Plot 113.</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 potential of Plot 113 within the proposed 1BN scheme has been optimised and this RMA application will deliver 52 housing units contributing towards strategic housing targets for Barnet and London as part of the wider BXC development.</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 obligations attached to the S73 Consent secure appropriate contributions and direct delivery of infrastructure as part of the wider BXC development.</p>