

# **London Borough of Barnet Local Plan – Examination**

## **Matter 2**

### **Statement of Common Ground**

**between**

**London Borough of Barnet (LBB)**

**And**

**Brent Cross South Limited Partnership (BXS LP)**

**November 2022**

**And**

**Standard Life Investments Brent Cross LP & Hammerson (Brent Cross) Limited as partners in the Brent Cross Partnership (H/abrdrn)**

## **1 Introduction**

- 1.1.1 This Statement of Common Ground (SCG) is prepared between LB Barnet, Brent Cross South Limited Partnership (BXS LP) and Standard Life Investments Brent Cross LP & Hammerson (Brent Cross) Limited as partners in the Brent Cross Partnership (H/abrdrn) (the 'Parties').
- 1.1.2 The purpose of the SCG is to document agreement and ongoing discussion between LBB, BXS LP and H/abrdrn in respect of suggested amendments to the relevant paragraphs throughout the chapters of the Draft Local Plan in respect of the Brent Cross Growth Area focussing in particular on Chapter 4 (Growth and Spatial Strategy) and draft Policy GSS02 as well as in response to Actions raised by Local Plan EIP Inspector Wildgoose on Day 2 (Spatial Strategy and Strategic Policies) of the Local Plan EIP and the representations received from BXS LP and H/abrdrn.
- 1.1.3 This SCG should be read alongside EXAM 4 – Proposed Modifications and EXAM 9 – Strategic Sites Delivery Technical Paper for the context and background to the delivery of the Brent Cross Cricklewood regeneration scheme. It also supplements LBBs Matter 2 Written Statement – LB Barnet (Updated 19<sup>th</sup> September with document references) which provides responses to the Inspectors' MIQs in relation to the Spatial Strategy and Strategic Policies. It also should be read alongside Notes produced by the Council in response to specific questions raised by the Inspector at the EIP. The Council refers to EXAM 35 – Office Demand and EXAM 38 – Retail. Point 10 of EXAM 38 is of particular relevance to the Brent Cross Growth Area as it reflects a proposed modification to Policy BSS01a and the new Metropolitan Town Centre. Parties should recognise that the production of Notes requested by the Inspectors is an ongoing process.

1.1.4 Where amendments are proposed in this SCG to wording within other chapters of the Draft Local Plan to ensure that terminology and general wording is consistent throughout the plan where it relates or refers to the consented Brent Cross development and/ or the Brent Cross Growth Area, these have been identified. However, for the avoidance of doubt, these parts of the Plan may be subject to other modifications proposed by the Council outside of this SCG.

## 2 List of Agreed Modifications

2.1.1 The table below lists the published LBB proposed modifications as set out in EXAM 4 relevant to Brent Cross that are either agreed by the Parties or where further amendments to existing MMs are proposed and are agreed by the Parties. These are listed as 'Amended wording agreed'. Where the Parties have indicated agreement to published MMs without modification, these are not replicated in detail in this SOG.

Modification Number	BXSLP	H/abrdn
MM03	Agreed	Agreed
MM08	Amended wording agreed	Amended wording agreed
MM19	Amended wording agreed	Amended wording agreed
MM20	Agreed	Agreed
Mm21	Agreed	Agreed
MM22	Agreed	Agreed
MM23	Agreed	Agreed
MM26	Agreed	Agreed
MM28	Agreed	Agreed
MM31	Agreed	Agreed
MM36	Agreed	Agreed
MM37	Agreed	Agreed
MM41	Agreed	Agreed
MM42	Agreed	Agreed
MM46	Agreed	Agreed
MM47	Amended wording agreed	Amended wording agreed
MM48	Amended wording agreed	Amended wording agreed
MM49	Agreed	Agreed
MM50	Agreed	Agreed
MM51	Agreed	Agreed

MM52	Amended map agreed	Amended map agreed
MM53	Agreed	Agreed
MM54	Agreed	Agreed
MM55	Amended wording agreed	Amended wording agreed
MM56	Agreed	Agreed
MM57	Agreed	Agreed
MM58	Amended wording agreed	Amended wording agreed
MM59	Amended wording agreed	Amended wording agreed
MM60	Amended wording agreed	Amended wording agreed
MM61	Agreed	Agreed
MM62	Amended wording agreed	Amended wording agreed
MM63	Agreed	Agreed
MM64	Agreed	Agreed
MM65	Amended wording agreed	Amended wording agreed
MM66	Amended wording partly agreed	Amended wording partly agreed
MM67	Agreed	n/a
MM68	Agreed	Agreed
MM69	Amended wording agreed	Amended wording agreed
MM186	Amended wording agreed	Amended wording agreed
MM187	Partly agreed	Partly agreed
MM189	Amended wording agreed	Amended wording agreed
MM190	Agreed	Agreed

2.1.2 Where relevant, existing modifications from the Proposed Modifications (EXAM 4) are shown in black strikethrough and underlined text in this SCG. The following format has been used to denote the proposed new modifications agreed between the Parties which are in blue:

~~Strikethrough text~~ = text proposed for removal compared to submission version

Underline text = new text proposed for addition compared to submission version

### 3 Chapter 2 – Challenges and Opportunities

3.1.1 The following section sets out modifications to supporting text within Chapter 2 – Challenges and Opportunities that have been agreed between the Parties.

3.1.2 Update to MM08 – Para 2.5.1

Barnet's town centre hierarchy provides a strong, distinctive feature for the Borough economy. Barnet's town centre hierarchy consists of one Major Centre, 14 District Centres, 16 Local Centres (including Colindale Gardens) and a future ~~potential~~ Metropolitan Centre at Brent Cross. The variety of centres (~~regional-metropolitan~~, major, district and local) across the Borough will be the focus of sustainable, mixed-use development, with the aim of promoting their unique identity as a catalyst for future growth. The UK retail market has been experiencing significant structural and conceptual changes, with the closure and consolidation of major national stores and brands, and ~~the~~ continuing competition from on-line ~~retail~~. In addition, COVID19 has greatly impacted the economy with the full long term effects upon business and employment, remaining relatively unknown. A challenge to the success of town centre growth and vitality is the rise in online shopping and the difficulties that high street and independent retailers have had in responding to this competition. In response, by offering a unique experience and providing destinations that allow people to access jobs, leisure and cultural facilities and enjoy attractive public realm, re-invigorated town centres can generate increased footfall and further contribute to local economic prosperity

## 4 Chapter 3 – Barnet’s Vision and Objectives

4.1.1 The following section sets out modifications to supporting text and policies within Chapter 4 – Growth and Spatial Strategy that have been agreed between the Parties.

4.1.2 Policy BSS01(a)(ii) refers to 395,000m<sup>2</sup> of new office space. The correct figure from the S73 Permission for Brent Cross Cricklewood (F/04687/13 dated 23 July 2014) is 395,297Sq.m. The policy is proposed to be updated to reflect this correct figure. The policy also refers to 56,600m<sup>2</sup> of new retail space at Brent Cross Growth Area (as per MM19). However, the figure of 56,600m<sup>2</sup> relates only to additional comparison retail floorspace at Brent Cross North and doesn’t account for the other retail floorspace at Brent Cross North or the retail floorspace consented to the south of the A406 within Brent Cross Town. Taking on board representations from both BXS LP and Habrdrn, the Council agree to remove this specific retail figure from Draft Policy BSS01 and replace it with wording which supports the creation of a new mixed use Metropolitan Town Centre at Brent Cross Growth Area.

### BSS01

- a) In order to make the Council’s vision for Barnet happen, the Local Plan seeks to deliver between 2021 and 2036:
- i. A minimum of 35,460 new homes, including the provision of affordable housing to meet Policy HOU01;
  - ii. ~~395,000~~395,297m<sup>2</sup> of new office space at ~~Brent Cross Town~~ and ~~56,600 m<sup>2</sup> of new retail space at Brent Cross Growth Area North~~ and a new mixed use Metropolitan Town Centre at Brent Cross Growth Area;
  - iii. Up to 67,000 m<sup>2</sup> of additional office space across Barnet’s town centres, including the provision of affordable workspace to meet Policy ECY02;
  - iv. a new Regional Park within designated Green Belt or Metropolitan Open Land as set out in Policy GSS13; and
  - v. 3 new destination hubs for sport and recreation at: Barnet and King George V Playing Fields; Cophall Playing Fields and Sunny Hill Park; and West Hendon Playing Fields as set out in Policy GSS13.
- b) The Council will seek to minimise the Borough’s contribution to climate change in accordance with Policy ECCO1.
- c) In order to better manage the impacts of development on the climate, growth will be concentrated in ~~accordance with the Local Plan’s suite of strategic policies GSS01 to GSS13 in the Opportunity Areas of Brent Cross Cricklewood, Colindale and New Southgate, together with Barnet’s Growth Areas, and District Town Centres and New Southgate Opportunity Area~~. These are the most sustainable locations with good public transport connections and active travel provision. Outside of these locations, growth will be supported in places where there is ~~recognised~~identified capacity and where the historic environment and local character can be conserved or enhanced as a result.
- d) The Social, Green and Physical Infrastructure and funding, particularly through the Community Infrastructure Levy, to support this growth is subject to constant review through the Infrastructure Delivery Plan.

## 5 Chapter 4 – Growth and Spatial Strategy

5.1.1 The following section sets out modifications to supporting text and policies within Chapter 4 – Growth and Spatial Strategy that have been agreed between the Parties.

5.1.2 Update to Para 4.5.5 to reflect the correct retail floorspace figures for Brent Cross and include other uses in reference to diversifying town centres:

Brent Cross [Growth Area](#) has outline consent from ~~2010-2014~~ for ~~up to 56,600~~[115,000m<sup>2</sup>](#) of ~~comparison~~ retail floorspace. Similar to the BELR, the Town Centre Floorspace Needs Assessment (TCFNA) was produced on the basis of the pre-2020 Use Classes Order. This considered demand for another 77,000 m<sup>2</sup> of (former Use Class A1 comparison floorspace up to 2036 together. Retail uses, along with financial and professional services and café uses, have been subsumed within Use Class E. The TCFNA also considered demand for up to 33,330 m<sup>2</sup> of food and drink uses, the majority of which (as restaurants and cafes) now sits within Use Class E. As the retail market experiences significant and conceptual change there is a need for town centres to diversify in terms of other retail uses such as food and drink, [and other uses appropriate for a town centre, such as community uses](#), becoming social and community hubs as well as economic centres supported by new housing development. The COVID19 pandemic has accelerated movement away from traditional retail formats and further changed the way we shop and interact with town centres as the focus of local commercial activity.

5.1.3 Update to GSS01 to reflect the correct retail floorspace figures for Brent Cross and include other uses as part of the Metropolitan Town Centre:

### **POLICY GSS01 Delivering Sustainable Growth**

The Council will create the conditions for sustainable growth to deliver the homes, jobs, retail floorspace and community facilities to meet Barnet's identified needs. Infrastructure is key to supporting growth, including investment in transport, education, health, flood risk, waste water drainage and open green spaces.

Employment growth between 2021 and 2036 will create more than 27,000 new jobs, many within the Brent Cross Growth Area where permission has been granted for 395, ~~297~~[000](#) m<sup>2</sup> (~~net~~) of office space ~~and 56,600m<sup>2</sup> (net) as well as other employment floorspace including new retail and main town centre uses which will contribute towards the establishment of retail at an enhanced Brent Cross Shopping Centre which will be integrated into~~ a new Metropolitan Town Centre.

Elsewhere, up to 67,000m<sup>2</sup> of office floorspace will be distributed across Barnet's town centres.

Major new public transport infrastructure is delivered at the new Brent Cross West station and as part of a potential West London Orbital rail line, with longer-term potential for Crossrail 2 subject to confirmation.

New homes will be directed to the following locations:

- a) Growth Areas (23,300 homes):

- Brent Cross ~~Cricklewood Opportunity Area~~ – ~~7,500~~ 9,500 homes (Policy GSS02)
  - Brent Cross West (Staples Corner) – 1,800 homes (Policy GSS03)
  - Cricklewood Town Centre – 1,400 homes (Policy GSS04)
  - Edgware Town Centre – 5,000 homes (Policy GSS05)
  - Colindale ~~Opportunity Area~~ – 4,100 homes (Policy GSS06)
  - Mill Hill East – 1,500 homes (Policy GSS07)
- b) District Town Centres – 5,400 homes (Policy GSS08)
- c) Existing and Major new public transport infrastructure (1,650 homes) (Policy GSS09):
- London Underground and Network Rail stations and environs, including car parks – 450 homes
  - New Southgate Opportunity Area (potentially supported by Crossrail 2) - 250 homes
  - West London Orbital (WLO) support further intensification around the stations at Cricklewood, Hendon and Brent Cross West - 950 homes
- d) Estate renewal and infill (including Grahame Park) – 4,400 homes (Policy GSS10)
- e) Major thoroughfares – 3,350 homes (Policy GSS11)
- e) Major thoroughfares – 3,350 homes (Policy GSS11)
- f) Other large sites including land at Middlesex University in Hendon and car parks – 2,800 homes (Policy GSS12)

Housing growth will come forward on small sites (5,100 homes) that are not designated in the Local Plan. This figure, based on previous trends for delivery from small sites, contributes towards meeting the overall housing target for the Borough. Small sites must be delivered in suitable locations that take account of planning designations and environmental restrictions, including avoiding areas at most risk of flooding. The Council will produce a Sustainable Design Guidance SPD that sets out area wide design codes for small site development<sup>7</sup>.

Where there is a compelling case to secure economic and social benefits in the public interest, the Council will be prepared to use its compulsory purchase powers to facilitate site assembly.

In ensuring the delivery of sustainable growth the Local Plan has allocated land for development as set out in Annex 1 – Schedule of Proposals. All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site proposals. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site.

#### 5.1.4 Update to MM47 – Para 4.9.3 to provide greater clarity in relation to the introduction of a new development framework:

Support for regeneration at Brent Cross Cricklewood has long been embedded in local and regional policy. The area was first identified as an Opportunity Area in the 2004 London Plan and the Council adopted the ‘Cricklewood, Brent Cross and West Hendon Regeneration

Area Development Framework' as Supplementary Planning Guidance (SPG) in 2005. The SPG establishes a series of strategic principles for the comprehensive redevelopment of the area. Policy support has continued through the Unitary Development Plan (UDP) (2006) and Local Plan Core Strategy (2012). ~~The Council has signalled its intention to review the 2005 Cricklewood, Brent Cross and West Hendon Development Framework and introduce a new planning framework Supplementary Planning Document for the area to reflect the updated masterplan and respond to changing circumstances around Brent Cross Shopping Centre~~ The Council intends to will review the 2005 Cricklewood, Brent Cross and West Hendon Development Framework and introduce a new planning framework Supplementary Planning Document to provide more detailed advice and guidance on the interpretation of policies in this Local Plan.

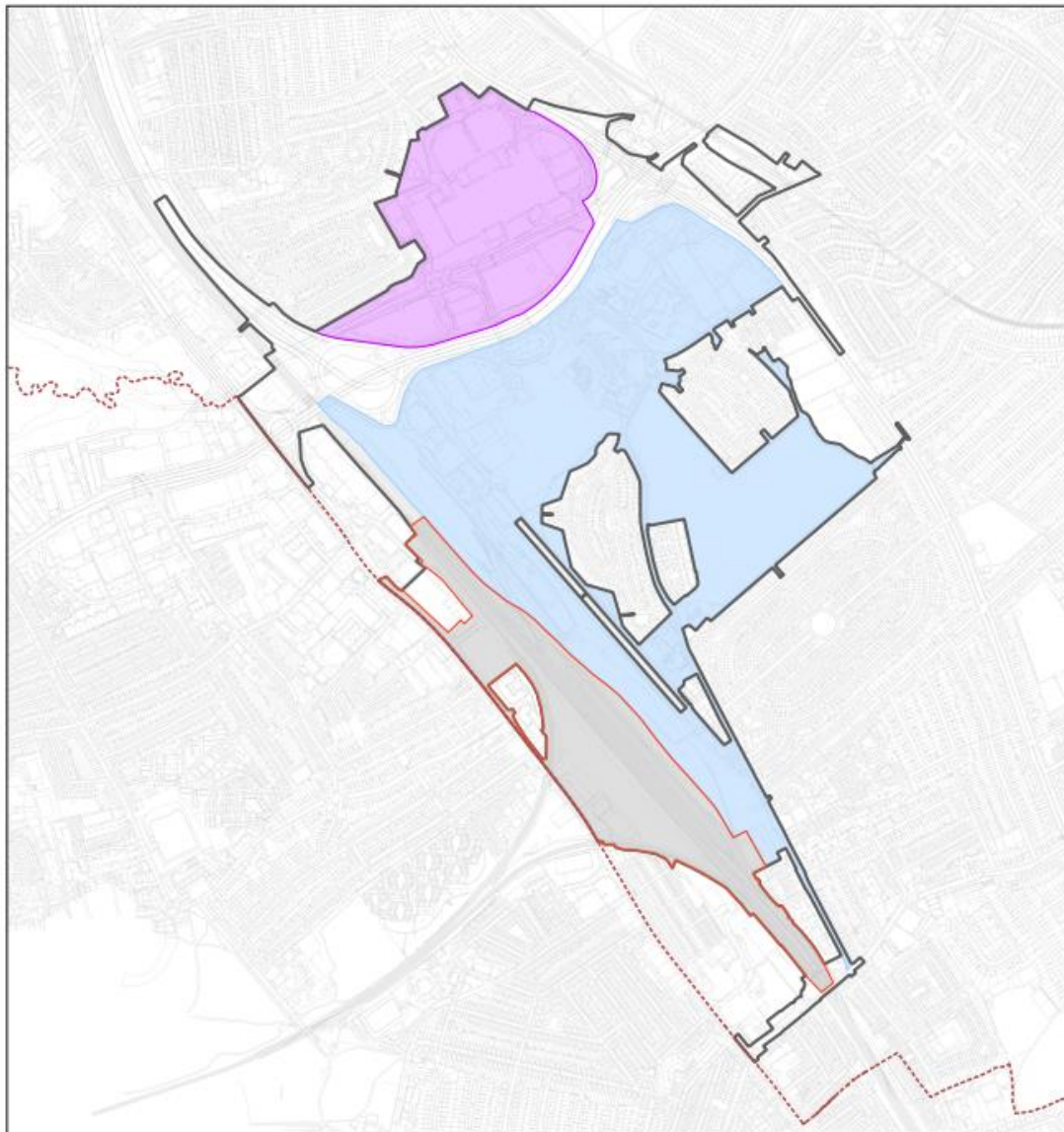
5.1.5 Update to MM48 and further amendments to Para 4.9.4 for greater clarity:

~~Based on the 2005 Development Framework outline~~ Outline planning permission was originally granted in 2010 and subsequently amended in 2014 for the comprehensive redevelopment of the whole of the Brent Cross Growth Area ~~(along with parts of~~ what is now identified as the Brent Cross West (Staples Corner Growth Area)) to create a new mixed use town centre with ~~an additional 56,600m<sup>2</sup> of comparison~~ retail floorspace; approximately 7,500 new homes including affordable homes; ~~a new commercial~~ uses quarter with a forecast of over 20,000 new jobs, all underpinned by improvements to the strategic highway network, a new rail station as part of an improved and accessible public transport offer all encompassed within new high quality public realm. ~~In The~~ 2014 ~~a revised~~ Section 73 planning ~~application was~~ permission approved ~~making~~ changes to the development around Brent Cross Shopping Centre and the phasing of the development. Since then, detailed designs have been approved through reserved matters for the first phases of housing, retail, new infrastructure, a new public park and public spaces.

5.1.6 MM52 Map 3 Brent Cross Growth Area to be replaced with EXAM 29 which includes areas covered by Brent Cross West (Thameslink).



### Map 3 - Brent Cross Growth Area



0 250 500 m

Scale 1 : 10,000

#### LEGEND

- London Borough of Barnet Boundary
- ▭ Brent Cross growth area
- ▭ Brent Cross North
- ▭ Brent Cross Town
- ▭ Brent Cross West (Thameslink)

#### 5.1.7 Update to Para 4.11.1 to reflect new name for abrdn:

The northern part of the Brent Cross Growth Area is being delivered by Hammerson and [Aberdeen Standard Investments-abrdn](#). This part of the regeneration area to the north of the A406 (North Circular) is based around Brent Cross Shopping Centre and has planning consent for a retail led mixed use development around the Shopping Centre with new retail stores and leisure facilities, a hotel, a significant food and dining offer and 800 new homes. The consent includes a variety of public spaces and a new riverside public park along the River Brent.

5.1.8 Update to Para 4.12.1 to reflect new name for JV Partner:

The area south of the North Circular Road is being developed through a Joint Venture Partnership between the Council and ~~Argent Related~~ Related Argent (BXS LP).

5.1.9 Update to Para 4.12.4 to reflect provision of new public spaces:

The Secretary of State confirmed Brent Cross CPO 2 in July 2018 for the land needed to deliver the first phases of Brent Cross Town. Detailed planning consent is so far in place for ~~the first five~~ a number of development plots and items of infrastructure, including mixed-use residential and retail development, student accommodation, a replacement primary school, a new public square and a new neighbourhood park. ~~e~~Construction work to deliver these commenced in 2020.

5.1.10 Update to Para 4.14.6 to ensure consistency with Para 4.12.4:

BXS LP is continuing with the development of Brent Cross Town. Significant progress has been made with detailed consent in place for ~~five~~ a number of development plots, ~~highway infrastructure,~~ and items of infrastructure, including mixed use residential and retail development, student accommodation, a replacement primary school, a new public square and new neighbourhood park. Main works commenced in 2020 with demolition and ground preparation as well as the works to create Claremont Park and deliver the first development plots and roads. The first residential completions are expected in 2024/2025.

5.1.11 Update to Para 4.14.8 Amended wording suggested for consistency with amended wording of GSS02:

Notwithstanding the significant changes in the retail market, evidence indicates that the larger, more dominant centres will continue to be the focus for activity for consumers and tenants, with consumers looking for a stronger 'experience' as part of their visit. Brent Cross Shopping Centre has an established and important role within the overall hierarchy of centres in Barnet and North London. It predominantly provides a high order comparison goods destination for local residents and those coming from a wider catchment area. It is a location recognised to already attract a large number of shopping trips. It remains an appropriate location for additional comparison goods retail and other main town centre uses, as well as residential, to support the creation of a new Metropolitan town centre at Brent Cross Town

5.1.12 Update to (MM59) Para 4.15.1 to clarify implementation of 2014 permission:

Delivering comprehensive development of the Brent Cross Growth Area will be dependent on factors relating to land ownership, viability and phasing, all of which can have an impact on the timing and sequence of delivery. The scheme is expected to take over 20 years to deliver and will therefore need to deal with and respond to changes in economic, market and technological conditions over this time. The ~~existing~~ outline planning permission for Brent Cross Cricklewood, was originally approved in ~~2010~~ 2014, ~~is now nearly a decade old and whilst it is old it~~ has flexibility to allow the phasing and delivery sequence of the development to be adjusted. The mechanisms within the permission have been

successfully used to ensure that the delivery of the development is able to respond to changes such as the early delivery of the Brent Cross West station. However, it is also expected that the 2014 planning permission it will need to be supplemented through further planning applications to update areas of the masterplan as it is evolved and as the development responds to updated market and policy shifts. Any new planning applications will need to demonstrate their relationship compatibility with the outline planning permission, including and ensure it does not undermining comprehensive development of the Growth Area.

5.1.13 Update to Para 4.15.2 to clarify role of new Development Framework:

To enable this, the Council's approach is to create a sufficiently flexible planning policy framework for the Brent Cross Growth Area capable of responding to change in the long-term and to deliver a successful and sustainable scheme. To support future planning applications within the Growth Area, the Council will review the 2005 Cricklewood, Brent Cross and West Hendon Development Framework and introduce a new Development Framework for the area to reflect the updated masterplan and respond to changing circumstances around the Brent Cross Shopping Centre provide more detailed advice and guidance on the interpretation of policies in this Local Plan.

5.1.14 Update to Para 4.15.3 (MM 60) to clarify how LBB will negotiate S106 contributions:

In order to achieve comprehensive development of the Brent Cross Growth Area the Council will seek to ensure that development of the different strategic areas within the Growth Area is co-ordinated. All developers will be expected to contribute towards the cost of delivering infrastructure within and associated with the Brent Cross Growth Area. Planning applications for new or revised developments within the Brent Cross Growth Area will be expected to contribute to the funding and delivery of infrastructure through Section 106 agreements and CIL. Where appropriate, the Council will secure contributions towards the retrospective costs of infrastructure delivered in earlier phases of the development. The Council will review its CIL charging schedule and may consider a specific CIL rate from developments in the Brent Cross Growth Area. The Council will work with developers to negotiate section 106 in Brent Cross contributions in the Brent Cross Growth Area on a case by case basis having regard to any cumulative impacts, in line with Government guidance and the tests in Regulation 122 of the CIL Regulations 2010 (as amended). This will help ensure that infrastructure to support development is provided at appropriate times and that all relevant developments make necessary contributions towards the costs of infrastructure.

5.1.15 Update to Para 4.15.4 to reflect wording proposed in Policy GSS02 in respect of the new planning framework for Brent Cross:

The Local Plan will establish sets out a series of indicators to monitor progress on Brent Cross Growth Area and set appropriate. These include milestones for assessing the delivery of the regeneration. and setting out the stages where a review of GSS02 or introduction of a new planning framework may be necessary to further comprehensive redevelopment The Council will also review the 2005 Cricklewood, Brent Cross and West Hendon Development Framework and introduce a new planning framework Supplementary Planning Document to provide more detailed advice and guidance in respect of the Brent Cross Growth Area.

#### 5.1.16 Update to Policy GSS02 Brent Cross Growth Area (MM61 to MM70):

### **POLICY GSS02 Brent Cross Growth Area**

The Council supports comprehensive regeneration of Brent Cross Growth Area to deliver a new Metropolitan Town Centre providing a range of uses including new homes, ~~a new commercial uses office quarter~~, an expanded retail offer, destination leisure and entertainment, cultural and arts facilities, restaurants and hotels supported by an extensive programme of infrastructure investment over the Plan period. Opportunities for optimising land and increasing site capacity across the Brent Cross Growth Area will be supported.

Development proposals within the Growth Area ~~are expected to must~~ shall, insofar as they are relevant to the proposal:

- Demonstrate how they assist in achieving and not undermining comprehensive development of the area;
- Contribute towards the creation of a Metropolitan Town Centre;
- Support the provision of a minimum of 7,500 ~~9,500~~ new homes including a mix of tenures and types of housing including Build to Rent;
- Protect and where possible improve the amenities of existing and new residents;
- Create a high quality, safe and attractive environment accessible to all;
- Create an integrated network based on the Healthy Streets approach of pedestrian and cycle routes through high quality public realm and open spaces to meet leisure, access, urban design and ecological needs;
- Provide sufficient community infrastructure, including new and expanded schools and primary healthcare capacity;
- Help Ensure the restoration and enhancement of the River Brent and its corridor to provide both public amenity and biodiversity benefits to the area and to fully connect to the Welsh Harp (Brent Reservoir) and West Hendon Playing Fields.
- ~~The Brent Cross Growth Area will also deliver a new waste management facility to replace the existing Hendon Waste Transfer Station operated on behalf of the North London Waste Authority.~~

The Council will support M~~meanwhile uses will be permitted~~ where it can be demonstrated that they support the comprehensive development of the area and/or do not impede the implementation of the planned long term use of these sites.

### **New Metropolitan Town Centre**

The new Metropolitan Town Centre, extending north and south of the North Circular Road, will provide a range of uses, including retail, leisure and entertainment, cultural and arts facilities, restaurants, hotels, homes, business units, community facilities all within new neighbourhoods designed within a public realm that is green, safe and welcoming to all.

~~A n~~New commercial quarter uses focussed around the new Brent Cross West rail station will provide 395,000 297m<sup>2</sup> of office development for over 20,000 new jobs. ~~This~~Brent Cross Town will deliver the largest area of new space for economic growth in Barnet. There will also be support for creation of spaces for small and start-up businesses.

Brent Cross Shopping Centre will be enhanced and integrated as part of the new Metropolitan Town Centre and will deliver a range of leisure and other main town centre uses to ensure that it acts as a regional destination and contributes to a vibrant and viable night-time economy. The shopping centre (including those contributing to the night-time economy) and a mix of residential homes. Brent Cross North will be connected to a new high street to the south via new pedestrian and vehicular bridges enhanced connections over the North Circular. Development at Brent Cross Shopping Centre North is required to deliver measures to increase access to the town centre by means other than the private car. This should be reflective of up to date mode targets.

### **Transport Improvements**

~~Development proposals will need to bring forward the following~~ The following transport improvements are proposed within the Brent Cross Growth Area and will be delivered pursuant to the 2014 outline planning permission or through detailed design, future permissions, planning conditions and/ or Section 106 agreements:

- ~~Prioritise p~~ Pedestrian and cycle routes throughout the new development and improvements to pedestrian and cycle connections and routes beyond the development area;
- ~~Ensure g~~ Good access for disabled persons throughout the area with step-free access at Brent Cross Underground and Brent Cross West stations;
- A new rail station (Brent Cross West) on the Thameslink line supported by a public transport interchange;
- A new replacement or remodelled and improved bus station north of the North Circular Road as part of the expansion of Brent Cross Shopping Centre, with associated improvements to the local bus infrastructure;
- Connections and/or improvements to the strategic road network, that are supported by Transport for London in relation to the TLRN (TfL Road Network), and Highways England in relation to the M1 motorway, based on up to date mode share targets;
- Appropriate new enhanced and multi-modal transport links to and within the development including at least one link across the North Circular Road and at least one crossing over the railway to the Edgware Road;
- Improved pedestrian access across the A41 Hendon Way to link with Brent Cross Underground Station; and,
- ~~A new rail freight facility to replace the existing Strategic Rail Freight Site.~~

~~The Council will secure contributions from developers towards the retrospective costs of infrastructure delivered in earlier phases of the development. Where appropriate the Council will use CIL to deliver strategically important highways infrastructure. recognises that some infrastructure may need to be funded or provided in advance of later phases of development seeking planning permission. The Council will work with developers to establish a bespoke approach to negotiate section 106 contributions in the Brent Cross Growth Area on a case by case basis having regard to any cumulative impacts, in line with gGovernment guidance and the tests in Regulation 122 of the CIL Regulations 2010 (as amended), to ensure that infrastructure to support development is provided at appropriate times and that all relevant developments contribute make necessary contributions towards the costs of infrastructure across the growth area. The approach to s106 contributions will be an important element in developments demonstrating that they meet the 'comprehensive development' tests of this policy.~~

The Council recognises that some infrastructure may need to be funded or provided in advance of later phases of development. To ensure that infrastructure to support development is provided at appropriate times and that all

relevant developments make necessary contributions towards the costs of infrastructure across the Brent Cross Growth Area in order to achieve comprehensive development, the Council will work with developers to negotiate section 106 contributions in the Brent Cross Growth Area on a case by case basis having regard to any cumulative impacts, in line with Government guidance and the tests in Regulation 122 of the CIL Regulations 2010 (as amended).

The Council will also consider how the monies collected through CIL are used in the Brent Cross Growth Area as well as, at its discretion, the facility for infrastructure to be provided in kind rather than paying CIL.

### **Progress of Brent Cross**

The Local Plan sets out ~~will establish~~ a series of indicators to monitor progress on Brent Cross. These include ~~It will set appropriate milestones for assessing the delivery of the regeneration and setting out highlights the stages where a review of GSS02 or introduction of a new planning framework may be necessary to further comprehensive redevelopment. The Council will facilitate an early review of the Local Plan. in 2021 signalled its intention to~~ It will also review the 2005 Development Framework, Cricklewood, Brent Cross and West Hendon Development Framework and introduce a new planning framework Supplementary Planning Document. Early review of the Local Plan together with the new SPD will help provide more detailed advice and guidance in respect of the Brent Cross Growth Area.

The Council seeks comprehensive development of the Brent Cross Growth Area. Brent Cross North and Brent Cross Town remain in different (and multiple) land ownerships, ~~and t~~The Council will seek to ensure that development and delivery ~~of these strategic areas within the Growth Area~~ is co-ordinated. ~~This entails that the development and delivery of these strategic areas is not delayed or fettered by one of the others and that one area does not delay nor fetter another.~~

## 6 Chapter 7 – Town Centres

### 6.1.1 Update to MM186 – Para 7.2.2 for consistency with proposed wording for para 2.5.1:

Barnet's town centre hierarchy consists of one Major Centre, 14 District Centres, 16 Local Centres (including Colindale Gardens) and a ~~Regional Shopping Centre (with the future potential~~ designation as a Metropolitan Centre at Brent Cross. In addition to this, there are seven out of town retail parks, over 50 local parades and several weekly markets in the Borough. Details of the town centre hierarchy are set out at Table 13.

### 6.1.2 Update to MM187 – Table 13:

Brent Cross Shopping Centre

~~Regional Shopping Centre in 2016  
London Plan~~

In line with Annex 1 – 'Town Centre Network' of the London Plan 2021, The future potential network classification for Brent Cross is has a potential future classification as a Metropolitan Centre in the London Plan 2021

The new town centre will be north and south of the A406 (Brent Cross North and Brent Cross Town)

### 6.1.3 Update to MM189 – Para 7.5.1:

Brent Cross Shopping Centre is Barnet's largest shopping location and forms part of the Brent Cross Growth Area, an area which is set to be transformed over the lifetime of the Local Plan. Outline planning permission was granted in ~~2010-2014~~ for the comprehensive redevelopment of the whole of the Brent Cross Growth Area to create a new mixed use town centre at Brent Cross North and Brent Cross Town with ~~56,600m<sup>2</sup> of comparison~~ retail floorspace and main town centre uses; approximately 7,500 new homes, including affordable ~~ones~~homes, and 395,297m<sup>2</sup> of office space ~~a new commercial quarter~~ with a forecast of over 20,000 new jobs. Implementation of the consent will deliver a major retail and leisure destination for North London with a range of uses contributing to the nighttime economy.

## 7 Chapter 11 – Transport and Communications

7.1.1 Update to Policy TRC02 - Transport Infrastructure to be consistent with proposed amendments to GSS02:

### **POLICY TRC02 – Transport Infrastructure**

The Council will promote delivery of new transport infrastructure to support the travel needs of a growing population. It will provide a range of alternative travel modes and facilitate growth as set out at Policy GSS09 and Policy GSS11.

- a) The Council will in particular ~~support~~ facilitate and support contribution to the delivery of key new transport infrastructure, including (but not restricted to):
  - i. A new rail station at Brent Cross West and transport interchange;
  - ii. A replacement or remodelled and improved bus station at Brent ~~Cross Shopping Centre~~North;
  - iii. An upgraded and enlarged Colindale new u~~Underground station and enhanced public transport interchange at Colindale~~;
  - iv. A new London Overground passenger rail line ~~–the West London Orbital Line together with upgrades to existing stations (Cricklewood and Hendon and new station at Brent Cross West)–on the line~~;
  - v. Crossrail 2 at New Southgate;
  - vi. New bus stopping and standing arrangements in North Finchley to allow for redevelopment of the bus station for commercial uses;
  - vii. Interchange improvements at Edgware
  - ~~viii.~~ Feasibility of other public transport improvement projects will be explored as appropriate, including the protection and enhancement of existing public transport operational facilities and where necessary the provision of new facilities.
  
- b) The Council has an adopted Long Term Transport Strategy (2020-2041) It will work with Highways England, TFL, Network Rail and others to deliver schemes identified within the BLLTSBLTTS document

In particular:

- i. The Council will seek to work with TFL and others to increase rail capacity in Barnet and to improve all London Underground, Thameslink and Great Northern Rail stations in Barnet, especially where these have potential to deliver Step Free access for passengers;
- ii. To work with TfL and neighbouring boroughs to review and improve the bus network and overall public transport provision, including seeking to develop proposals to improve orbital transport provision within the Borough;
- iii. To deliver and promote infrastructure for electric or other ultra-low emission vehicles; and
- iv. Work with TFL to identify and protect land for enhancing rail capacity, including for the stabling of trains and sidings.
- v. Identify and deliver projects that enhance the pedestrian and cycling network in Barnet, such as the Barnet Loop



7.1.2 Update to Para 11.11.14 to be consistent with proposed amendments to GSS02 and TRC02:

The Brent Cross Growth Area will benefit from new and enhanced bus services, including better bus links between Brent Cross, Colindale and neighbouring boroughs. The ~~BLTTS~~ BLTTS contains an action to link West London Orbital, both branches of the Northern Line, Great Northern, Piccadilly, Jubilee and potential Crossrail 2 lines (existing National Rail lines) with rapid and orbital bus routes. In addition there will be improvements at the existing Brent Cross and Cricklewood rail stations and a new station at Brent Cross West where many passengers are expected to reverse commute and arrive in the 'contra-peak' direction, from Central London in the morning, helping to utilise spare rail capacity. A replacement or remodelled and improved bus station will be supported at Brent Cross North. ~~The new bus station at Brent Cross will replace the existing Brent Cross Shopping Centre bus station and although it is not within the Brent Cross scheme, it will provide benefits to the area and the wider bus network~~

## 8 Chapter 12 – Delivering the Local Plan

8.1.1 Update to Table 24 – Monitoring Indicators (rows 11 and 12) and to be consistent with Gss01 and GSS02:

<b>Brent Cross and Brent Cross West (<u>Staples Corner</u>)</b>				
11	Housing supply - number of net additional dwellings completed within Brent Cross Growth Area and Brent Cross West	GSS01: Delivering Sustainable Growth GSS02: Brent Cross Growth Area GSS03: Brent Cross West Growth Area	Deliver <u>a</u> minimum of <u>9,5007,500</u> new homes in Brent Cross and 1,800 new homes in Brent Cross West between 2021 and 2036 in accordance with time periods set out in Table 5	Planning database and Brent Cross Team
12	Office <del>and retail</del> – new floorspace provision for office <del>and retail</del>	BSS01: Spatial Strategy for Barnet GSS02: Brent Cross Growth Area	Deliver 395, <del>000</del> <u>297</u> m <sup>2</sup> of new office space <del>and</del> <u>56,000m<sup>2</sup> of new retail space</u> within Brent Cross Growth Area	Planning database and Brent Cross Team

## Signatories

The signatories agree that this statement is an accurate representation of areas of agreement between the parties.



Signed: \_\_\_\_\_

Name: Neeru Kareer

Position: Assistant Service Director Planning & BC

London Borough of Barnet

Date: 30.11.22



Signed: \_\_\_\_\_

Name: André Gibbs

Brent Cross South Limited Partnership

Position: Director

Date: 29 November 2022



Signed: \_\_\_\_\_

Name: Richard Shaw

Hammerson (Brent Cross) Limited as attorney for Hammerson (Brent Cross) Limited and Standard Life Investments Brent Cross LP as partners in the Brent Cross Partnership under a power of attorney dated 26 September 2018

Position: Director of Commercial Finance

Date: 18/11/2022