

Statement of Common Ground between
London Borough of Barnet (LB Barnet)
and
London Borough of Brent (LB Brent)
April 2022

1 Introduction

- 1.1.1 This Statement of Common Ground (SCG) addresses the strategic planning matters specific to LB Barnet and LB Brent.
- 1.1.2 This SCG ensures that the requirements set out in the National Planning Policy Framework (NPPF) have been met. The NPPF states, “Local planning authorities are under a duty to cooperate with each other, and with other prescribed bodies, on strategic matters that cross administrative boundaries.”
- 1.1.3 The purpose of the SCG is to document the strategic cross-boundary matters being considered and the progress made in cooperating to address them. It focusses on areas of agreement or disagreement between both authorities on strategic cross-boundary matters. The document is intended to be ‘live’, any updates to this document will be produced as matters progress and agreement is reached on any outstanding issues. It therefore includes details on mechanisms for review and updating. The SCG also forms part of the evidence to demonstrate compliance with the ‘duty to cooperate’.
- 1.1.4 In London, most strategic issues beyond Borough boundaries (e.g. housing targets, major growth areas, etc.) are largely addressed by the London Plan. Some strategic matters overseen by other organisations will be addressed in other SCG. This will serve to make the documents more concise for relevant parties.
- 1.1.5 LB Barnet and LB Brent have a good working relationship, mainly through regular duty to co-operate meetings and membership of the West London Alliance. Both boroughs have worked on a series of joint evidence studies including Strategic Market Housing Assessment (SHMA), Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA), Strategic Flood Risk Assessment (SFRA) and Strategic Infrastructure Delivery Plan (SIDP). In recent years LB Barnet and LB Brent have been part of a project group with the Mayor of London to develop a masterplan for Staples Corner. LB Barnet and LB Brent also work together on a pan-London level through Planning Officers Society, Association of London Borough Planning Officers (ALBPO and London Councils).

2 Strategic Geography

- 2.1.1 LB Barnet is located to the east of LB Brent, with the A5 running north to south as the administrative boundary. Located along the A5 there are several town centres that are adjacent to or shared with LB Brent namely Burnt Oak, Colindale – the Hyde and Cricklewood.
- 2.1.2 As part of LB Brent’s Local Plan submission, LB Barnet agreed and signed a joint SCG in April 2020. Strategic issues of concern which directly impacted on LB Barnet were locations for taller buildings, improved connections to Brent Cross West Thameslink station and working together on localised cross-boundary transport infrastructure solutions around Staples Corner.

3 Strategic Matters

This section sets out the factual position regarding strategic matters between Barnet and Brent. More specific detail is set out in Section 4.

Housing need and housing target

- 3.2.1 The London Plan sets housing targets that boroughs should deliver as a minimum and identifies locations for future growth along with strategic policies for delivering the identified growth.
- 3.2.2 Over the Plan period to 2036, LB Barnet aims to deliver a minimum of 35,460 new homes equal to 2,364 new homes per annum while providing a supply of sites for up to 46,000 new homes. LB Brent's new housing target is now confirmed at a minimum 23,250 homes in the period 2019/20-2028/29 and a minimum of 46,018 homes in the period 2019/20-2040/41. This equals 2,325 new homes per annum through the new London Plan March 2021 for the years 2019/20 to 2028/29 and then thereafter 1,897 new homes per annum for the period 2029/30 to 2040/41.
- 3.2.3 **Agreements:**
- Both authorities consider they can meet their London Plan housing targets within their administrative boundaries.

3.3 Tall Buildings

- 3.3.1 The London Plan requires Development Plans to define, based on local context, what is considered a tall building for specific localities. LB Barnet's Policy CDH04 Tall Buildings identifies the criteria and strategic locations for such developments. Due to their potential impact, development proposals that include tall buildings will not only need to demonstrate compliance with Policy CDH04 but also the requirements listed in the London Plan - Tall Buildings Policy D9 which emphasises that proposals for tall buildings should address the visual, functional and environmental impacts of such structures.
- 3.3.2 Within Policy CDH04, LB Barnet identifies several strategic locations close to LB Brent that may be appropriate for tall buildings (within Barnet defined as 8 storeys or 26 metres or more above ground level). These locations are Brent Cross Growth Area, Brent Cross West Growth Area, Colindale Growth Area, Cricklewood Growth Area and West Hendon Estate as well as the A5 Major Thoroughfare. Policy CDH04 states that appropriate siting within an Opportunity Area or Growth Area is a requirement for Very Tall buildings (15 storeys or more).
- 3.3.3 LB Barnet will be producing a Designing for Density SPD. This SPD will provide detailed parameters to Local Plan policy application to provide a well-considered response to achieving higher density development that takes account of best practice and guidance in optimising land use and development capacity to deliver high quality design. LB Barnet will change Policy CDH04 and supporting text to clarify the role of the Designing for Density SPD in amplifying policy. The remit of the Designing for Density SPD will be guided by the GLA's draft Design and Characterisation LPG suite, in particular the Characterisation and Growth Strategy LPG and Optimising Site Capacity – A Design Led Approach LPG. It will also be shaped by the progress of the EIP helping to get an appropriate balance between policy and more detailed guidance. Draft SPD is expected to be published for public consultation in early 2023 and adopted later that year.

Proposed Modifications to Policy CDH04(b)

- 3.3.4 Tall buildings of 15 storeys or more ('Very Tall') will not be permitted unless exceptional circumstances can be demonstrated, which include appropriate siting within an Opportunity Area or Growth Area. **Very Tall Buildings are not acceptable outside an Opportunity Area or Growth Area.**

Proposed Modifications to Policy CDH04(d)

- 3.3.5 The Council will produce the Designing for Density SPD which will set out, within the identified strategic locations, **the parameters for tall and very tall buildings how the Council will assess the appropriateness of tall building proposals. This will address the impacts detailed in London Plan Policy D9C, setting out site-specific and character considerations including typologies related to uses, views, form, public realm, safety, amenity and microclimates.**

Proposed Modifications to final para of CDH04

- 3.3.6 **The potential for Tall Buildings are highly constrained in Barnet and represent only one model for delivering higher densities and maximising brownfield sites. Therefore, the Council will carefully assess the design and townscape qualities of proposals that may otherwise gradually erode the Borough's predominant suburban and historic character.**

Proposed Modification to Site Proposal 30 (site requirements and development guidelines) as follows

- 3.3.7 Finchley Church End Town Centre is a strategic location. ~~for tall buildings of 8 storeys or more.~~ **Tall buildings may be appropriate within the boundaries of the Town Centre however all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity.**
- 3.3.8 This text clarification '**however all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings (with height of neighbouring buildings being of foremost consideration) responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity**' will also be included for the following sites where tall buildings may be appropriate. Sites near LB Brent are in bold.

- 3.3.9 Site No's. 5 (Edgware Hospital), **7 (Beacon Bingo)**, 10 (Douglas Bader Park Estate), **11 (KFC/ Burger King)**, **12 (McDonalds)**, **13 (Public Health England)**, **14 (Sainsburys The Hyde)**, 27 (Edgware Town Centre), 28 (Edgware Underground and bus stations), 54 (Barnet House), 57 (309-319 Ballards Lane), 58 (811 High Rd & Lodge Lane car park), 59 (Central House), 60 (Finchley House), 61 (Tally Ho Triangle), 62 (Tesco Finchley), **63 (Philex House)**, 64 (744-776 High Rd), 66 (East Wing), 67 (Great North Leisure Park). Major road corridors through LB Barnet provide opportunities for infill and intensification. LB Barnet will work with Transport for London (TfL) and Highways England to help find and deliver appropriate sites. The routes currently most suitable for this form of development i.e. A5 Edgware Road crosses from LB Barnet into LB Brent. Policy GSS11 states that the A5 Edgware Road Major Thoroughfare may have potential for residential led tall building development in certain locations optimising site availability and good public transport accessibility, providing the opportunity for revitalising these areas.

3.3.10 Agreements:

- Both authorities agree to engage constructively on matters regarding tall buildings and very tall buildings, particularly proposals along the A5. LB Barnet intends (in 2022/23) to produce a new SPD on Designing for Density and look forward to engagement with LB Brent on this strategic matter.

3.4 Brent Cross Growth Area

- 3.4.1 LB Barnet supports comprehensive regeneration of Brent Cross to deliver a new Metropolitan Town Centre providing a range of uses including new homes, a new commercial office quarter, an expanded retail offer, destination leisure and entertainment, cultural and arts facilities, restaurant and hotels supported by an extensive programme of infrastructure investment up to 2036. The regeneration of the Brent Cross Growth Area is being delivered in three parts – Brent Cross North, Brent Cross Town and Brent Cross Thameslink.
- 3.4.2 LB Barnet intends in 2023/24 to initiate a review of 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. LB Barnet will welcome the contribution of LB Brent to the production and adoption of the new SPD by 2024.

3.4.3 **Agreements:**

- LB Barnet and LB Brent will continue dialogue and cross working in relation to proposals within Brent Cross Growth Area and the review of the Development Framework.

3.5 **Colindale Growth Area**

3.5.1 Colindale town centre is designated as a priority town centre in Brent's Local Plan and falls within LB Brent and LB Barnet. The Colindale Growth Area in Barnet is subject to the Colindale Area Action Plan, adopted in 2010. LB Barnet's Growth and Regeneration Team intends to produce a Colindale and Burnt Oak Masterplan in 2022 which will support the continued implementation of Colindale AAP - and establish future priorities for healthy and connected places, place-based initiatives.

3.5.2 LB Barnet will welcome the contributions of LB Brent and LB Harrow to this regeneration masterplan and joint working on maintaining the vitality and vibrancy of both Burnt Oak and Colindale town centres and to meet their neighbouring, strategic and London Plan commitments.

3.5.3 **Agreements :**

- LB Barnet and LB Brent will continue dialogue and cross working in relation to proposals within Colindale Growth Area and the Colindale and Burnt Oak Masterplan.

3.6 **Cricklewood Growth Area**

3.6.1 Cricklewood Town Centre has been identified as a Growth Area within LB Barnet's Local Plan. This is a well-connected location that has been prioritised for improving its overall offer due to its larger scale and economic gravity. This is particularly reflected in encouraging employment hubs for small to medium businesses and LB Barnet Local Plan proposals 7 (Beacon Bingo) and 8 (Broadway Retail Park).

3.6.2 The London Plan classifies Cricklewood as having a night-time economy of more than local significance. LB Barnet will continue to support development that preserves or enhances night-time economy activities in an inclusive and accessible way within Cricklewood as well as Brent Cross.

3.6.3 LB Barnet will work with LB Brent and LB Camden in developing a more detailed planning framework for Cricklewood.

3.6.4 **Agreements :**

- LB Barnet and LB Brent will continue dialogue and cross working in relation to proposals within Cricklewood Growth Area and any future planning framework covering this location. Both parties seek to maintain the vitality and vibrancy of Cricklewood town centres and meet their neighbouring, strategic and London Plan commitments including the night-time economy.

3.7 **Town Centres**

3.7.1 LB Barnet's town centre hierarchy is set out in Local Plan Table 13. The 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.

3.7.2 In addition to Colindale and Cricklewood Town Centres another centre of importance to LB Brent and LB Brent is Burnt Oak. LB Brent welcomes the identification of Burnt Oak main town centre as a priority location for investment and revitalisation.

3.7.3 **Agreements:**

- LB Barnet and LB Brent agree to work on maintaining Burnt Oak town centre as a priority location for investment and revitalisation ensuring a more co-ordinated approach of addressing the future of the town centre as a whole.

3.8 Site Proposals

3.8.1 LB Barnet have identified a number of site proposals across the Borough. Proposals close to LB Brent are mainly located within the Brent Cross and Cricklewood Growth Areas or along the A5 Major Thoroughfare.

3.8.2 Agreements :

- LB Barnet will ensure early engagement with LB Brent with regard to planning applications in the Brent Cross and Cricklewood Growth Areas and on the A5.

3.9 Transport

3.9.1 LB Barnet's Local Plan is supported by a Strategic Transport Assessment which has assessed the cumulative impact expected from projected growth up to 2036. This includes impacts relating to the highway network (strategic and non-strategic) and public transport (bus and rail).

3.9.2 West London Orbital (WLO) will deliver a passenger service along existing rail tracks between Hounslow/ Kew Bridge and Hendon/ West Hampstead Thameslink, passing through Old Oak Common, Neasden, Brent Cross West and Cricklewood. The WLO will have positive impacts through unlocking housing delivery and creating leisure, community and amenity opportunities along the corridor, benefiting LB Barnet and LB Brent . Although construction work on the WLO may begin by 2026, the earliest date when passenger services are likely to operate is 2029. LBB agrees to revise text to reflect later date.

3.9.3 Agreements

- Both authorities agree to work collaboratively on enhancing all transport routes including WLO as mentioned above and work with/on TfL initiatives to unlock their capacity for growth.

3.10 Gypsies and Travellers

3.10.1 The housing needs of Gypsies and Travellers and Travelling Showpeople households are a strategic issue. LB Barnet as part of the West London Alliance commissioned ORS consultants to produce a Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) in 2018 in accordance with the Government's Planning Policy for Traveller Sites (PPTS). The GTAA identifies no gypsies and travellers and travelling show people in Barnet and therefore no demand for pitches. LB Barnet have re-examined this evidence and identified incidences of unauthorised encampments as part of a GTAA update in 2021. With this new evidence there still remains no known need for providing accommodation within LB Barnet. This conclusion is supported by ORS consultants.

3.10.2 Within LB Brent there is one permanent Gypsy and Traveller site at Lynton Close with 30 pitches. Similar conclusions for LB Brent on demand for pitches in accordance with PPTS was reached by the West London GTAA. The Mayor of London will commission a Londonwide GTAA in accordance with PPTS 2015. This will form part of the review of the London Plan. LB Barnet will work with the Mayor on the Londonwide GTAA.

Agreement:

- Both LB Barnet and LB Brent agree that provision in their respective Local Plans for gypsies, travellers and travelling showpeople is justified by evidence from the GTAA produced in accordance with PPTS 2015.
- Both parties also agree that new evidence from the Londonwide GTAA as part of the review of the London Plan will inform the need for any future provision within LB Barnet and LB Brent.

3.11 Air Quality, Flood and Water Management

3.11.1 LB Barnet and LB Brent are committed to reducing the air quality impacts of traffic, particularly freight and construction traffic. Emerging regulatory and technological changes are likely to have a significant impact over the lifetime of the Local Plan. Barnet hosts nearly half of the headwater tributaries to the main River Brent (including the Dollis Brook, Silk Stream, Edgware Brook, Deans Brook, Folly Brook, Burnt Oak Brook and Mutton Brook). Both LB Barnet and LB Brent have worked together on the production of the West London Strategic Flood Risk Assessment

Agreement:

- Both LB Barnet and LB Brent agree to work together to implement policies in Local Plans to address issues of air quality, seeking to reduce pollution at source as well as issues of flood risk and water management.

3.12 Strategic Infrastructure

3.12.1 LB Barnet's Infrastructure Delivery Plan (IDP), published in January 2021, identifies infrastructure needs to support future growth of 46,000 new homes over the next 15-year period. The IDP identifies LB Barnet's infrastructure needs comprehensively while highlighting some uncertainties around funding from Government departments that may affect how planning for future provision is considered. Barnet's is committed to maintain strong relationships with transport providers to ensure that when provision issues are identified, steps can be taken to help delivery to ensure that growth can be delivered in a sustainable manner. The West London Strategic Infrastructure Delivery Plan (SIDP) published in March 2022 will assist in identifying infrastructure required to support development in the sub-region where it serves more than one borough. In addition, there has been on-going dialogue as part of the West London Alliance boroughs with regard to strategic infrastructure, specifically with reference to the West London Orbital Railway.

3.12.2 Agreement

- Both LB Barnet and LB Brent will continue to identify infrastructure needs across the strategic opportunity area through the provision of new or improved facilities.

4 Strategic Matters – Representations from LB Brent

4.1.1 LB Brent submitted representations on Barnet's Reg 19 Local Plan in August 2021 and have raised a series of strategic issues to be included in this SCG. LB Barnet's response is in italics. LB Brent have raised concerns about the following sections of the Reg 19 Local Plan:

- Challenges and Opportunities
- Vision and Objectives
- Map 2 – Key Diagram
- Chapter 4 – Growth and Spatial Strategy
- Maps 3 and 3A Brent Cross Growth Area and Brent Cross West Growth Area
- Policy GSS11 Major Thoroughfares
- Policy CDH04 Tall Buildings
- Policy TRC03 Parking Management

4.1.2 Challenges and Opportunities

- LB Brent have requested that Barnet's town centre hierarchy as expressed at para 2.5.1 is consistent with the hierarchy in the London Plan.
- *LB Barnet consider that text at para 7.2.2 explains the town centre hierarchy more clearly and recognises the merits of also using this wording at para 2.5.1.*
- LB Brent would welcome reference to the Welsh Harp / Brent Reservoir at the beginning of the Plan under environment section.
- *LB Barnet agrees to making a reference to Welsh Harp / Brent Reservoir at para 2.62.*

4.1.3 **Vision and Objectives**

- LB Brent considers that some policies in Table 3 not identified as strategic policies are strategic.
- *LB Barnet will reassess Table 3 in terms of policies that are strategic and those that are not.*

4.1.4 **Key Diagram**

- LB Brent welcomes the Key Diagram's recognition of shared town centres at Burnt Oak and Colindale/The Hyde as well as the identification of the West London Orbital which also crosses into the borough. LB Brent highlights a need for consistency on terminology between Growth Areas and Opportunity Areas designated in the London Plan, as well as their depictions on the Key Diagram.
- *LB Barnet agrees that these strategic matters should be subject to on-going discussions with LB Brent. LB Barnet also acknowledges the need for greater clarity around Growth Areas and will consider appropriate changes at EIP stage.*

4.1.5 **Growth and Spatial Strategy**

- LB Brent have highlighted that 'G2 Making the best use of land' and 'GG4 Delivering the homes Londoners need' are not policies within the London Plan which lists them as 'Good Growth Objectives'.
- LB Brent have requested further clarification in Policy GSS01 about Opportunity Areas (OA) and Growth Areas (GA) particularly with regard to 'Brent Cross Cricklewood'. This would also be welcomed with regard to delivery of new homes set out in Policy GSS02 Brent Cross Growth Area and Policy GSS03 Brent Cross West Growth Area and clarification on whether Brent Cross West GA is part of the larger Brent Cross GA. Similarly, there is confusion about the absence of specific reference to Brent Cross North and Brent Cross Town on Policy GSS01.
- *LB Barnet welcomes this feedback and acknowledges the need for greater clarity around Growth Areas and will consider appropriate changes at EIP stage.*

4.1.6 **Maps 3 and 3A - Brent Cross Growth Area and Brent Cross West Growth Area**

- LB Brent have highlighted that Maps 3 and 3A would be improved with reference to the Brent Cross – Cricklewood Opportunity Area together with the addition of site names, road names and landmarks as well as marking the boundary between LB Brent and LB Barnet.
- *LB Barnet welcomes this feedback on the clarity of Map 3 and 3A and will make changes along the lines suggested to all Growth Area maps.*

4.1.7 Policy GSS11 Major Thoroughfares

- LB Brent have highlighted the importance of the A5 Edgware Road as one of the principal vehicular movement corridors for a significant number of Opportunity Areas and Growth Areas in Barnet as well as serving other areas recognised for development such as Burnt Oak, Colindale - The Hyde and West Hendon Estate. LB Brent have expressed concerns about referencing the Healthy Streets Approach with regard to the A5 Edgware Road and its absence from para 4.26.6 which refers to the enhancement of routes and healthy streets initiative and lists a number of roads. LB Brent have further highlighted that Policy GSS11 on Major Thoroughfares does not specifically include reference to the Healthy Streets Approach with regard to the A5 / Edgware Road for this section of the policy. LB Brent consider that this specific reference is merited given that the strategic A5 is currently dominated by traffic and has a poor quality public realm that would also benefit from the healthy streets initiative.
- *LB Barnet recognises the benefits of the Healthy Streets Approach throughout the Local Plan and will consider changes to Policy GSS11 and supporting text where a re-emphasis is merited.*

4.1.8 Policy CDH04 Tall Buildings

- LB Brent have raised concerns that this policy is not positively prepared and consistent with London Plan Policy D9 which does not appear to allow the flexibility Barnet's policy seeks. Policy CDH04 does not provide sufficient clarity on the likely locations of very tall buildings and their potential height. LB Brent considers that the evidence base identifies some appropriate locations for very tall buildings and that these places are not adequately reflected in the policy and neither are the heights. LB Brent have suggested some revised wording intended to help provide more certainty, and to be consistent with the locations identified within the Brent Local Plan.
- *LB Barnet notes this response from LB Brent and considers that Policy CDH04 has been positively prepared and is consistent with the London Plan. Parameters for Tall and Very Tall Buildings as well as locations are clearly set out. Issues of consistency with the London Plan are not raised or reflected in the Mayor of London's response to Barnet's Reg 19 and his statement of general conformity. .*

4.1.9 Policy TRC03 Parking Management

- LB Brent have expressed concern that the footnote to Table 23 – Residential Car Parking Standards refers to 'Metropolitan and Major Town Centres to be Car Free~; and Up to 0.5 spaces per dwelling be allowed for developments within Opportunity Areas'. LB Brent have highlighted that Colindale Opportunity Area has a PTAL of 3-4, Cricklewood Opportunity Area has PTAL 4-6a and Brent Cross Opportunity Area will with, potential improvements to public transport offered by the West London Orbital station at Brent Cross West, have higher PTAL levels in future. The footnote needs to be revised to exclude reference to OAs where PTAL is sufficiently high to support lower maximum standards, as the table sets out standards based on PTAL.
- *LB Barnet highlights that Table 23 is now broadly in line with Table 10.3 in the London Plan 2021. TfL support the footnote to Table 23 requiring residential development in metropolitan and major town centres to be car-free, and for development in Outer London Opportunity Areas to have no more than 0.5 spaces per dwelling on average.*

5 Other Matters raised by LB Brent

5.1.1 LB Brent have highlighted other issues for inclusion in the SCG with LB Barnet. These are :

West Hendon and Welsh Harp / Brent Reservoir

- Regeneration proposals for West Hendon and any future documents relating to the Brent Reservoir and strategies for the adjoining open spaces including West Hendon Playing Fields and Woodfield Park Sports Ground.
- *LB Barnet acknowledges the importance of these resources to LB Brent residents and the need for continued dialogue on their progress. Although there is no specific reference to Woodfield Park, Barnet's Draft Local Plan does reflect the work around the emerging sports hub at West Hendon Playing Fields and the importance to recreation and biodiversity of Welsh Harp (Brent Reservoir).*

Brent Cross West (Thameslink) Station

- Brent Cross West (Thameslink): The 24-hour pedestrian link across the railway lines and other potential improved pedestrian routes between it and the A5 Edgware Road which will open up access to neighbourhoods in LB Brent to the west.
- *LB Barnet acknowledges the importance of these infrastructure improvements to LB Brent as well as LB Barnet residents and the transformational change that they can bring to the area. Continued dialogue on progress is imperative.*

Brent Cross West and Staples Corner Growth Areas

- The Brent Cross West Growth Area adjoins the Staples Corner Strategic Industrial Location in LB Brent which is identified in the Brent Local Plan as a growth area for industrial intensification and potential housing delivery. LB Brent have highlighted the need for growth to support infrastructure improvements. A priority for improvement is the junction between the A406 and the A5 at Staples Corner.
- *LB Barnet and LB Brent share the desire for joint-working to develop plans for growth and ensure that the potential for a co-ordinated masterplan for the area is fully explored. It is agreed between the two boroughs that all developments on sites within the Brent Cross West Growth Area and the adjoining Staples Corner Growth Area will be expected to contribute proportionately towards the cost of delivering the infrastructure improvements necessary to support this growth. LB Barnet will work with LB Brent and Transport for London to agree a scheme for improving the Staples Corner junction.*

Cricklewood Growth Area

- LB Brent will seek to be engaged at the preparation stage of the planning framework for the Cricklewood Growth Area with LB Brent/LB Camden/LB Barnet.
- *LB Barnet will continue dialogue and cross boundary working in relation to proposals within Cricklewood Growth Area and any future planning framework covering this location. In 2022 LB Barnet intends to initiate a review of the 2005 Planning Development Framework for Brent Cross and Cricklewood Regeneration Area and will welcome the contributions of LB Brent to the production and adoption of the new SPD by 2024.*

Colindale and Burnt Oak Town Centres

- Colindale town centre is designated as a priority town centre in Brent's Local Plan and falls within LB Brent and LB Barnet. LB Brent request to be notified of any future intentions to produce new area planning frameworks affecting Colindale. LB Brent welcomes the identification of Burnt Oak main town centre as a priority location for investment and revitalisation and requests engagement

in any initiative to consider a more co-ordinated way of addressing the future of the town centre as a whole.

- *LB Barnet's Growth and Regeneration Team intends to produce a Colindale and Burnt Oak Masterplan in 2022 which will support the continued implementation of Colindale AAP - and establish future priorities for healthy and connected places, place-based initiatives. LB Barnet will welcome the contributions of LB Brent and LB Harrow to this regeneration masterplan and joint working on maintaining the vitality and vibrancy of both Burnt Oak and Colindale town centres and to meet their neighbouring, strategic and London Plan commitments. LB Barnet is working with TfL to provide step free access at Burnt Oak station and will update LB Brent and LB Harrow on progress.*

Major Thoroughfares and Tall Buildings

- In parallel with LB Barnet, LB Brent recognise in their Local Plan the A5 Edgware Road as a major thoroughfare where tall buildings may be appropriate in certain locations, and as part of this approach share an ambition to deliver high quality design. LB Brent would welcome a complementary approach to tall buildings along the A5.
- *LB Barnet acknowledges the benefits of a complementary approach to tall buildings along the A5. It is producing a Designing for Density SPD which will provide detailed parameters to Local Plan policy including the assessment of appropriateness of tall building proposals in strategic locations, with identified site specific and character considerations, to ensure that the development of tall buildings occurs in the most appropriate parts of Barnet. The SPD will progress in stages alongside and following the adoption of the Local Plan.*

Protected views

- Within LB Barnet's Local Plan there are 2 locally important views towards Harrow on the Hill in LB Harrow which pass through LB Brent from Millfields Park, and Golders Hill Park in LB Barnet. This became a matter for LB Brent's Local Plan EIP. In response to the Brent Local Plan EIP Inspector's concerns LB Barnet (in December 2020) clarified the extent of these views, represented by widening cones, towards Harrow-on-the Hill and its willingness to discuss potential impact with regard to tall building proposals within LB Brent and LB Harrow which fall within the cones of the Locally Important Views. LB Brent have requested further certainty on the direction and extent of these Views and harm that development in Brent should seek to avoid.
- *LB Barnet has reviewed and clarified the Locally Important Views. The outcome of this work, represented by widening cones, should be reflected in Map 4 of the Draft Local Plan. LB Barnet considers that Map 4 should be revised to show these unverified cones rather than straight lines to represent the 4 Views. When notified of tall building proposals within LB Brent and LB Harrow, which may affect these Locally Important Views, LB Barnet welcomes the opportunity to consider possible impacts on these long-distance views. Discussions will be informed within the context of London Plan Policy D9 – Tall Buildings.*

6 Governance Arrangements

- 6.1.1 This statement has been informed by on-going engagement between the parties. This statement of common ground is a live document and will be reviewed on a regular basis, informed by continued communication between the parties through meetings, statutory consultation at key plan making stages and electronic communication.
- 6.1.2 Key stages of each borough's plan making process (set out in Table 1) will be triggers for the SCG to be reviewed, however, strategic matters will be dealt with on an on-going basis in between formal reviews of the SCG.

Local Authority	Present Plan Adoption	Reg 18	Reg 19	Submission	Adoption
LB Barnet	2012	Jan 2020	June 2021	Late 2021	Mid 2023
LB Brent	2010	Aug 2017	Oct 2019	March 2020	Feb 2022

Table 1: Plan process

Signatories

All signatories agree that this statement is an accurate representation of areas of agreement and disagreement between the two parties



Signed:
Name: Neeru Kareer
Position: AD Planning & Building Control
London Borough of Barnet
Date: 4th April 2022



Signed:
Name: Paul Lewin
Position: Team Leader Planning Policy
London Borough of Brent
Date: 4th April 2022