



MATTER 6: TRANSPORT, COMMUNICATIONS AND INFRASTRUCTURE

General

Para. 11.11.4 states that *'the Brent Cross Growth Area will benefit from new and enhanced bus services including...rapid and orbital bus routes.'* The specific routing for the rapid transit service has yet to be determined or agreed and there is no funding strategy to deliver it. This should be appropriately and accurately referenced in the supporting text.

Question 5: Would any further changes to Policy TRC02 or its supporting text be necessary to achieve soundness?

Policy TRC02 (Part A) refers to a new rail station at Brent Cross West. This should, we think, be amended to Brent Cross West (Thameslink) to reflect the Minor Modifications in respect of Growth Area names.

Question 6 (d) is the approach of paragraph 11.12.6 justified in indicating that the Council would show flexibility in the assessment of parking requirements? If so, should the approach be reflected in the policy wording for effectiveness?

In our Regulation 19 response, we highlighted the need for flexibility in the car parking standards to reflect the particular needs of developments of the kind coming forward at Brent Cross, such as large-format retail stores and office development in outer London locations. The Council's response was that *'without ambiguity, policy TRC03 clearly sets out the Council's expectations of development in terms of parking management.'*

We support the Plan's general objectives to support more sustainable modes of transport but feel that the policy should explicitly recognise that there may be circumstances in which stringent application of London Plan parking standards may not be appropriate (even if such flexibility is applied in the short term). This is reflective of Policy T6.3 Part G of the London Plan, which allows for flexibility in applying the car parking standards when they could adversely affect a town centre's vitality and viability.