

Barnet Local Plan 2021 to 2036, Inspector's Report

November 2024 Appendix

Modifications

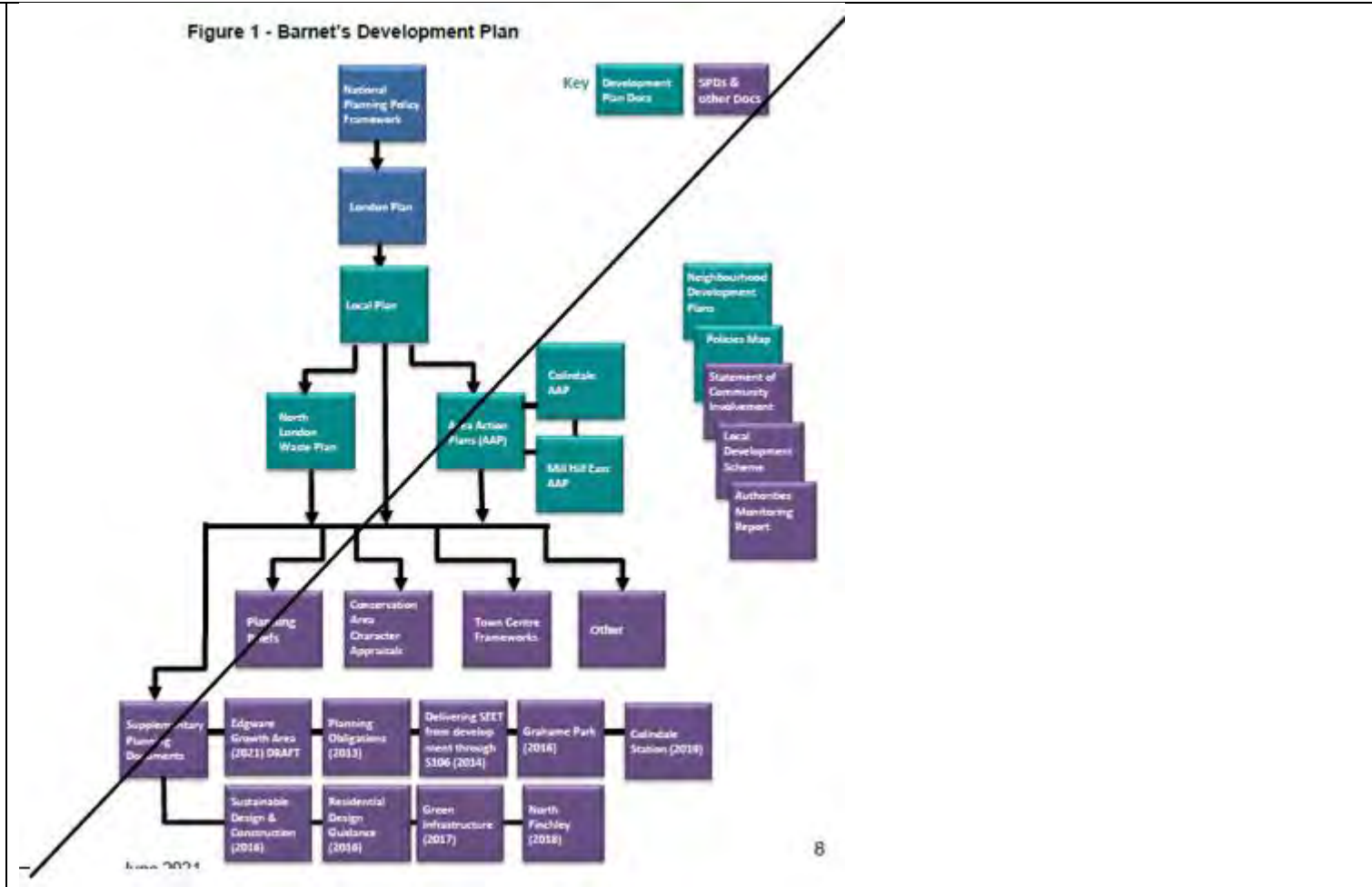
The page numbers and paragraph numbering refer to the submission local plan, and do not take account of the deletion or addition of text.

The modifications are expressed as set out in the example banner heading below.

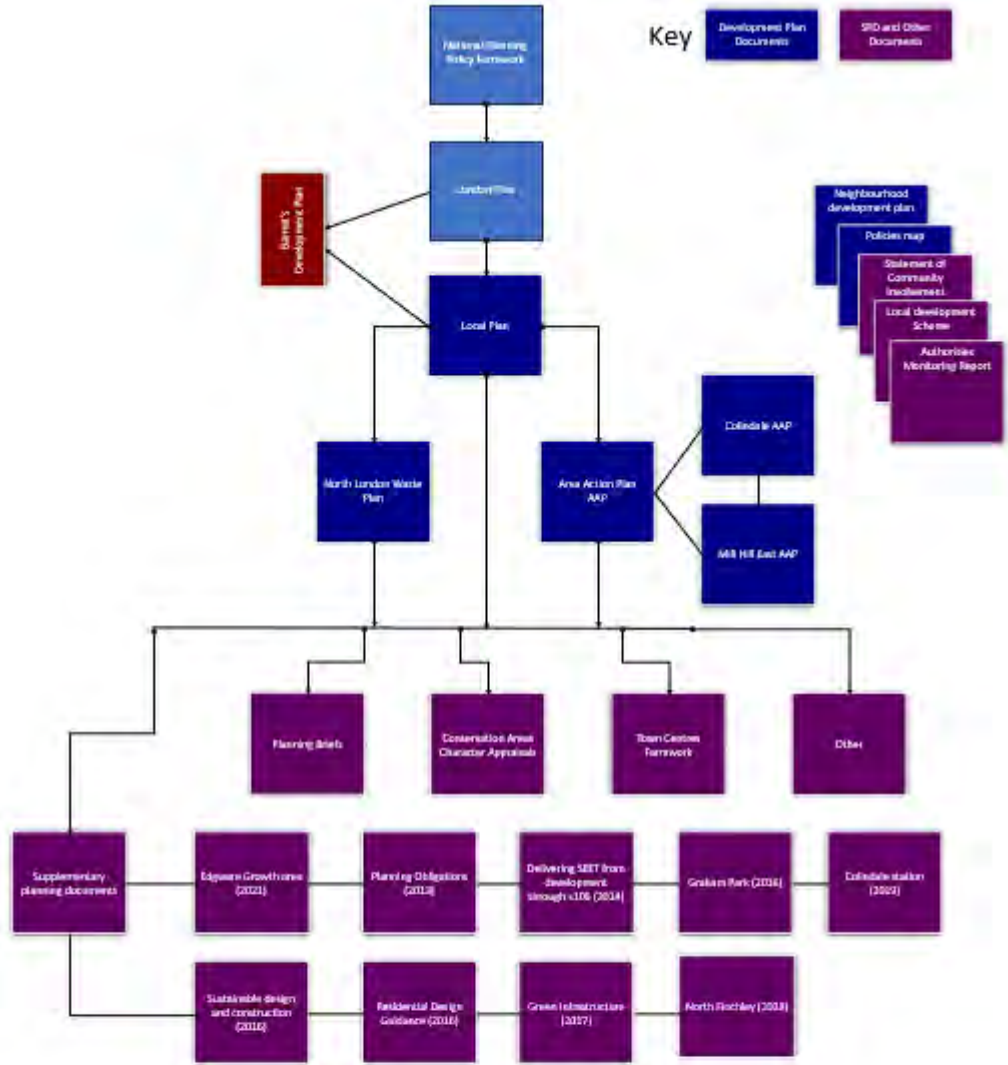
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MM 1 Chapter 1 Introduction
 Figure 1 – Barnet’s Development Plan



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MM 2	Chapter 1 Introduction Table 1 – Local Plan Timetable	Regulatory Stages and Timetable					
		Evidence gathering and pre-preparation stage (Including consulting on sustainability reports where applicable)	Reg 18: Preparation of Local Plan and Consultation Opportunity for interested parties and statutory consultees to be involved at an early stage.	Reg 19: Publication of Local Plan for representation on soundness issues (NPPF para 35) The Council publishes the draft plan. There follows a period of at least 6 weeks for making representations.	Reg 22: Submission The Council submits the Local Plan to the Secretary of State with representations received.	Reg 24: Examination in Public Conducted by independent Planning Inspector who will consider representations made at Reg 22 stage.	Reg 26: Adoption Subject to outcome of examination, including consultation on main modifications the Council formally adopts the plan.
		Summer 2017-ongoing	Winter 2020	Summer 2021	Autumn 2021	Spring <u>Autumn</u> 2022	Autumn 2022 <u>Spring/Autumn 2024</u>

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MM 3	Chapter 1 – Introduction Paras 1.3.1 to 1.3.3	<p>1.3 London Plan and the National Planning Policy Framework (NPPF)</p> <p>1.3.1 Barnet’s Local Plan has been prepared within the context of the NPPF (2019), which states a strong presumption in favour of sustainable development. In relation to plan-making, the NPPF requires Local Plans to positively seek opportunities to meet the development needs of their area and <u>to</u> be sufficiently flexible to adapt to rapid change (NPPF para 11).</p> <p>1.3.2 Barnet’s Local Plan has also been prepared to be in general conformity with the policies in the London Plan (2021),-. <u>The London Plan is the overall strategic plan for London, and forms part of Barnet’s Development Plan. It sets out an integrated economic, environmental, transport and social framework for the development of London over a 20 to 25 year timeframe (2019 to 2041).</u> 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.</p> <p>1.3.3 The following Barnet areas are designated (or were previously designated in the case of Mill Hill East) in the London Plan.</p> <ul style="list-style-type: none"> • <u>Brent Cross Cricklewood</u> – The London Plan designates Brent Cross Cricklewood as an Opportunity Area. The planning framework for Brent Cross Cricklewood is set out in the Area Development Framework adopted as Supplementary Planning Guidance in December 2005. Formerly a Regeneration Area <u>The Brent Cross / Cricklewood Opportunity Area is now represented</u> as three individual Growth Areas <u>that have been designated in the</u> Local Plan: Brent Cross, Brent Cross West / (Staples Corner) and Cricklewood Town Centre.
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		<ul style="list-style-type: none"> • <u>Colindale-Burnt Oak</u> – The London Plan designates Colindale as an Opportunity Area. The planning framework for Colindale is set out in the Area Action Plan adopted in March 2010. Unimplemented allocations in the AAP remain part of the Local Plan Schedule of Proposals. Formerly a Regeneration Area, Colindale is now designated as a Growth Area in the Local Plan. <u>The boundary of the Colindale Growth Area is the same as that of the Opportunity Area.</u> • <u>New Southgate</u> – The London Plan designates New Southgate as an Opportunity Area. <u>The Opportunity Area includes parts of LB Barnet, LB Enfield and LB Haringey. Although New Southgate is not covered by a specific policy in the Plan the Council, in order to steer transformation of the area, is working a planning framework will be produced jointly with the GLA, LB Enfield and LB Haringey to produce a joint planning framework. The framework will establish the boundaries of the Opportunity Area and that will further assess its the development potential of this area. The timeframe for the framework together with its status will be clarified through a new Local Development Scheme.</u> <p><u>Mill Hill East</u> – The planning framework for Mill Hill East is set out in the Area Action Plan adopted in January 2009. Unimplemented allocations in the AAP remain part of the Local Plan. Formerly an Area for Intensification, Mill Hill East is now identified as an area for good suburban growth in the Local Plan.</p>
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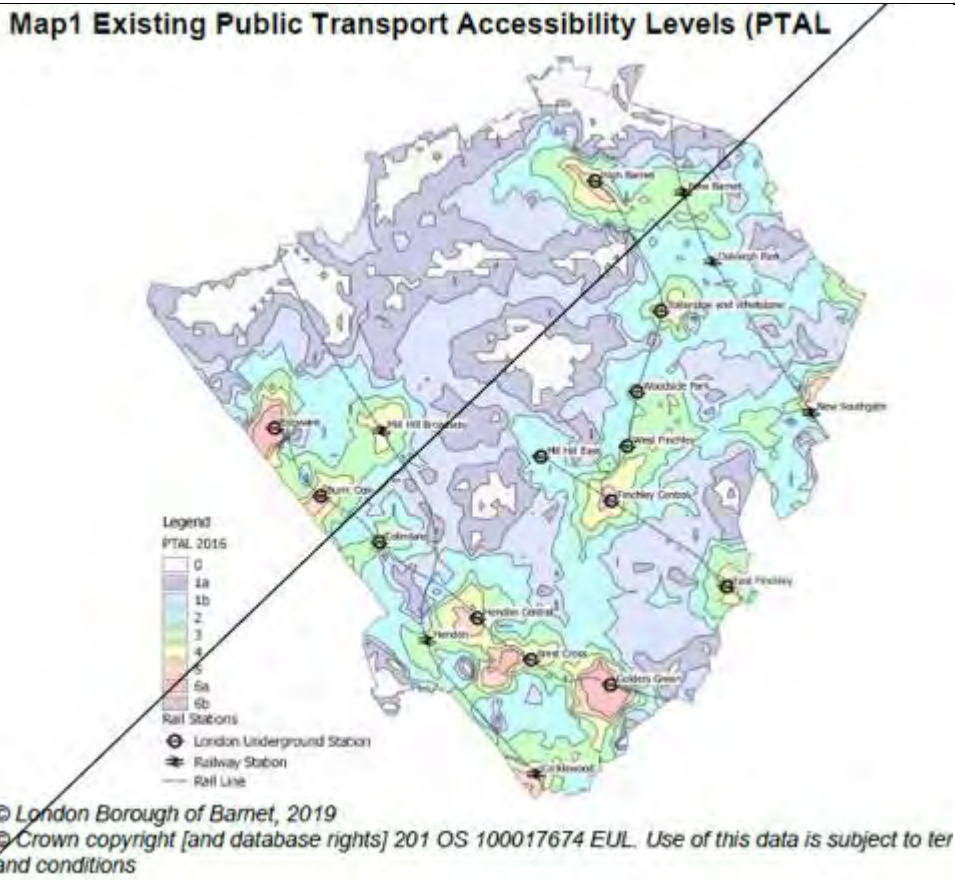
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MM 4	Chapter 1 – Introduction Paras 1.7.1 to 1.7.3	<p><u>1.7-Boundary Early Update to Strategic Policies and Process for Review of Non-Strategic Policies</u></p> <p>1.7.1 Following an electoral review by the Local Government Boundary Commission the Boroughs ward boundaries will change in May 2022. The changes are set out in the London Borough of Barnet (Electoral Changes) Order 2020. Council will ensure that these are reflected in the Local Plan. The <u>NPPF states that strategic policies should look ahead over a minimum 15 year period from adoption. NPPF highlights that policies in local plans and spatial development strategies should be reviewed to assess whether they need updating at least once every five years, and should then be updated as necessary. Reviews should be completed no later than five years from the adoption date of a plan and should take into account changing circumstances affecting the area, or any relevant changes in national policy.</u></p> <p>1.7.2 <u>Barnet’s Local Plan covers a period up to 2036. It therefore does not provide a full 15-year period from the date of adoption. In order to address this the Council will facilitate the early review of the Local Plan through formal publication of a new Local Development Scheme. This will set out a new timetable for an update of the strategic policies of the Local Plan, looking ahead over a 20 year timeframe and ensuring that the Plan covers a minimum 15-year period from the projected date of adoption. The review of non-strategic policies and the scope of updates to strategic policies will be informed by the contents of the Local Plan Monitoring Framework set out at Table 21. This provides for a satisfactory and practicable basis for annually monitoring the effectiveness of the Local Plan.</u></p> <p>1.7.3 <u>The Council will formally publish the new Local Development Scheme within a year of the date of adoption of this Plan.</u></p>
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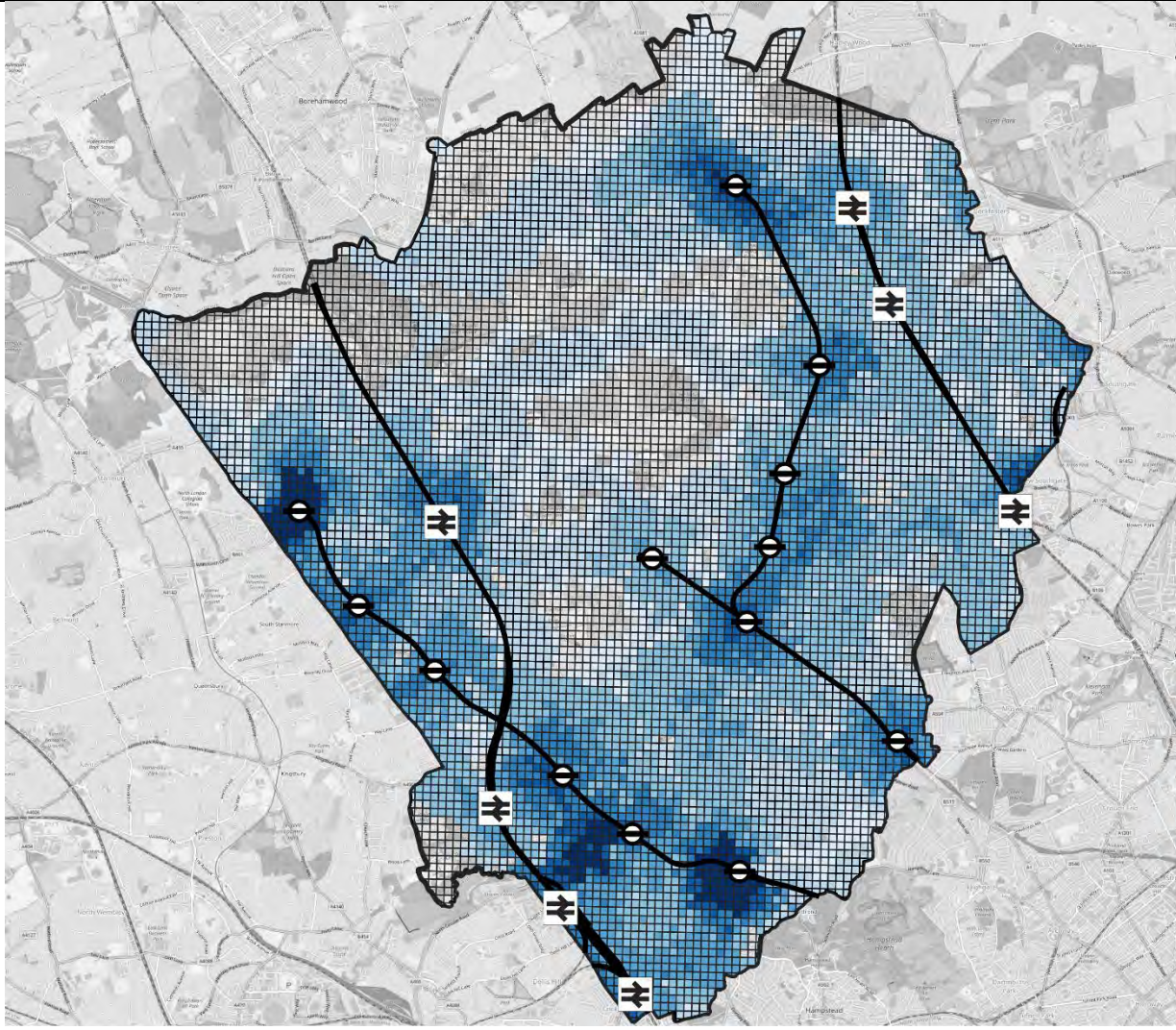
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MM 5 Chapter 2 Challenges and Opportunities








Map 1 Existing Public Transport Accessibility Levels (PTAL)



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**Barnet PTAL
2023**

- Rail Stations
-  Underground Stat
-  Railway Station
-  Rail Line
- Barnet PTAL
-  0
-  1a
-  1b
-  2
-  3
-  4
-  5
-  6a
- OpenStreetMap

Contains OS data © Crown copyright and database right and Geomni UK Map data © database rights [2019]

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MM 6	Chapter 3 – Barnet’s Vision and Objectives Section 3.1 - Vision	<p>3.1 Vision</p> <p>Taking into account the challenges highlighted in Chapter 2 the Local Plan Vision is:</p> <p>By 2036, Barnet has successfully demonstrated the benefits that good, well planned growth can deliver. The Borough continues to be a place that is family friendly.</p> <p>Growth has been directed into the most sustainable locations with good public transport and active travel choices. These include Brent Cross, Colindale, New Southgate and Mill Hill East as well as our main town centres at Burnt Oak, Chipping Barnet, Cricklewood, Edgware, Finchley Central, Golders Green and North Finchley. Outside these locations, growth has been supported in places with capacity for change and where local character and distinctiveness are recognised.</p> <p>Getting the best out of our natural environment through expanding and improving access to green and blue infrastructure, delivering biodiversity net gain and restoring the Borough’s rivers to the benefit of people and wildlife whilst protecting our communities from flooding. <u>At the same time we will build our resilience to climate change and improve water quality.</u> As a Borough that values its historic environment <u>and the benefits of good design,</u> Barnet continues to be a place where people choose to make their home.</p> <p>Responsive and adaptable, Barnet’s town centres have recovered from the COVID19 pandemic and thrive, with the efficient and sustainable use of their locational opportunities addressing the needs of a growing population: providing innovative business, leisure and cultural activities, at the same time as retaining their individual character.</p> <p>Barnet’s improved orbital connectivity allows for a greater range of places where people can live, work or visit and provides for a greater range of sustainable transport options including cycling and walking for getting around the Borough.</p> <p>The positive benefits of growth and investment are accessible to Barnet residents, removing physical barriers to enable all to share in new social and community <u>value and infrastructure with</u></p>
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		and access <u>to</u> a range of housing types and a thriving jobs market while enjoying living in a safe, healthy and sustainable Borough.
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MM 7	Chapter 3 – Barnet’s Vision and Objectives Section 3.2 – Themes & Objectives Paras 3.2.2, 3.2.3 & Table 2	<p>3.2 Themes and Objectives</p> <p>3.2.2 In order to deliver the Local Plan Vision a series of key objectives have been developed for the Local Plan. These are:</p> <ol style="list-style-type: none"> 1. To respond and recover from the impact of COVID19 2. To <u>help</u> deliver growth to meet housing aspirations and needs 3. To improve the quality and types of housing across the Borough in response to resident needs and demographic change 4. To make Barnet a place of economic growth and prosperity where space for commercial, business and service uses are fit for a post COVID19 recovery 5. To improve orbital connectivity and sustainable travel options including cycling and walking 6. To conserve and enhance the historic environment of the Borough, particularly the distinctive character and identity of Barnet’s town centres and suburbs 7. To support strong and cohesive family friendly communities 8. To promote healthy living and wellbeing 9. To meet social <u>community</u> infrastructure needs 10. To deliver an environmentally sustainable Borough and build resilience to climate change 11. To integrate the natural environment into the urban landscape, improving access to, and enhancing the contribution of biodiversity, Green Belt, Metropolitan Open Land and green and blue infrastructure 12. To ensure <u>well designed, beautiful and safe places where</u> new development is high quality, sustainable, and capable of adaption to meet the needs of residents over their lifetime.
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3.2.3 Table 2 highlights how these objectives underpin the most relevant sections of the Local Plan and the 512 policies within them.

Table 2 – Relationship of Local Plan Key Objectives to Policies

Key Objectives	Local Plan Chapters	Most relevant Local Plan policies
1. To respond and recover from the impact of COVID19	Growth and Spatial Strategy, Housing, Town Centres, Economy, Community Uses, Health and Wellbeing	BSS01, GSS01, GSS04, GSS05, GSS08, GSS13, TOW01, TOW02, ECY01, ECY02, CHW02
2. To <u>help</u> deliver growth to meet housing aspirations and needs	Growth and Spatial Strategy, Housing, Character, Design and Heritage	BSS01, GSS01, GSS02, GSS03, GSS04, GSS05, GSS06, GSS07, GSS08, <u>HOU01</u> , <u>HOU02</u> , <u>HOU03</u> , <u>HOU04</u> , <u>HOU05</u> , <u>HOU06</u> , <u>CDH01</u> , <u>CDH04</u> , <u>CDH05</u> , <u>CDH06</u> , <u>CDH07</u> , <u>CDH08</u> .
3. To improve the quality and types of housing across the Borough in	Growth and Spatial Strategy, Housing,	<u>GSS01</u> , GSS10, HOU01, HOU02, HOU03, HOU04,

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		response to resident needs and demographic change	Character, Design and Heritage	HOU05, HOU06 , HOU067 , CDH01, CDH02, <u>CDH05, CDH06</u> , <u>CDH07, CDH08</u> .	
		<u>4.</u> To make Barnet a place of economic growth and prosperity where space for commercial, business and service uses are fit for a post COVID19 recovery	Growth and Spatial Strategy, Town Centres, Economy, Transport and Communications	BSS01, GSS01, TOW01, TOW02, TOW04, ECY01, ECY02, ECY03, TRC04.	
		<u>5.</u> To improve orbital connectivity and sustainable travel options including cycling and walking	Growth and Spatial Strategy, Community Uses, Health and Wellbeing, Transport and Communications	GSS09, GSS11, CDH01, CDH02, CDH03, TRC01, TRC02, TRC03.	
		<u>6.</u> To conserve and enhance the historic environment of the Borough, particularly the distinctive character and identity of Barnet's town centres and suburbs	Character, Design and Heritage, Community Uses, Health and Wellbeing,	CDH01, CDH02, CDH03, CDH04, <u>CDH08, CDH09</u> , CHW05.	
		<u>7.</u> To support strong and cohesive family friendly communities	Growth and Spatial Strategy, Housing, Community Uses, Health and Wellbeing, Character,	BSS01, GSS01, GSS13, HOU02, CDH03, CHW01, CHW03, CHW04,	

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			Design and Heritage, Environment and Climate Change, Economy, Town Centres	ECC04, TOW02, TOW03, TOW04, ECY03.	
		<u>8.</u> To promote healthy living and wellbeing	Community Uses, Health and Wellbeing, Town Centres, Environment and Climate Change	CHW01, CHW02, CHW04, TOW03, TRC01, ECC01, ECC04.	
		<u>9.</u> To meet social <u>community</u> infrastructure needs	Growth and Spatial Strategy, Community Uses, Health and Wellbeing	BSS01, GSS01, CHW01, CHW02.	
		<u>10.</u> To deliver an environmentally sustainable Borough and build resilience to climate change.	Growth and Spatial Strategy, Environment and Climate Change, Transport and Communications	BSS01, GSS01, GSS12, ECC01, ECC02, ECC02A, ECC03, ECC04, TRC01, TRC02, TRC03, TRC04.	
		<u>11.</u> To integrate the natural environment into the urban landscape, improving access to, and enhancing the contribution of biodiversity, Green Belt, Metropolitan Open Land	Growth and Spatial Strategy, Environment and Climate Change	BSS01, GSS01, GSS13, ECC04, ECC05, ECC06.	

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		and green and blue infrastructure.		
		<u>12. To ensure well designed, beautiful and safe places where</u> new development is high quality, sustainable, and capable of adaption to meet the needs of residents over their lifetime.	<u>Housing, Character, Design and Heritage,</u> Housing	HOU01, HOU02, HOU03, HOU04, HOU05, HOU06, CDH01, CDH02, CDH03, CDH04, <u>CDH08.</u>

MM 8 Chapter 3 – Barnet’s Vision and Objectives
 Para 3.3.4 & Table 3

3.3.4 The NPPF requires Local Plans to make it explicit which policies are strategic policies. Accordingly, the Council has used the criteria provided in the NPPF to assess the policies that are strategic. Policies with the prefix BSS and GSS (~~GSS01 to GSS13~~) as well as HOU06, CDH01 to CDH04, TOW01, TOW04, CHW01, ECC02, TRCO1 to TRC03 are considered to be strategic policies (as set out in Table 3).

Table 3 – Strategic and Non-Strategic Policies

Local Plan Strategic Policies	Local Plan Non Strategic Policies
BARNET’S VISION & OBJECTIVES Policy BSS01 Barnet’s Spatial Strategy GROWTH & SPATIAL STRATEGY	HOUSING Policy HOU01 Affordable Housing Policy HOU02 Housing Mix Policy HOU03 Residential Conversions and Redevelopment of Larger Homes Policy HOU04 Specialist Housing Policy HOU05

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		<p>Policy GSS01 Delivering Sustainable Growth</p> <p>Policy GSS02 Brent Cross Growth Area</p> <p>Policy GSS03 Brent Cross West Growth Area</p> <p>Policy GSS04 Cricklewood Growth Area</p> <p>Policy GSS05 Edgware Growth Area</p> <p>Policy GSS06 Colindale Growth Area</p> <p>Policy GSS07 Mill Hill East</p> <p>Policy GSS08 Barnet's Town Centres</p> <p>Policy GSS09 Existing and Major New Transport Infrastructure</p> <p>Policy GSS10 Estate Renewal <u>and Infill</u></p> <p>Policy GSS11 Major Thoroughfares</p> <p>Policy GSS12 Redevelopment of Car Parks</p> <p>Policy GSS13 Strategic Parks and Recreation</p> <p>HOUSING</p> <p><u>Policy HOU06 Gypsies, Travellers and Travelling Showpeople</u></p> <p><u>CHARACTER DESIGN & HERITAGE</u></p> <p>Policy CDH01</p>	<p>Efficient Use of Barnet's Housing Stock</p> <p>Policy HOU06 Meeting Other Housing Needs</p> <p>Policy HOU07 Gypsies, Travellers and Travelling Showpeople</p> <p>CHARACTER DESIGN & HERITAGE</p> <p>Policy CDH01 Promoting High Quality Design</p> <p>Policy CDH02 Sustainable and Inclusive Design</p> <p>Policy CDH03 Public Realm</p> <p>Policy CDH04 Tall Buildings</p> <p>Policy CDH05 Extensions</p> <p>Policy CDH06 Basements</p> <p>Policy CDH07 Amenity Space and Landscaping</p> <p>Policy CDH08 Barnet's Heritage</p> <p>Policy CDH09 Advertisements</p> <p>TOWN CENTRES</p> <p>Policy TOW01 Vibrant Town Centres</p> <p>Policy TOW02 Development principles in Barnet's Town Centres, Local Centres and Parades</p> <p>Policy TOW03 Managing Hot Food Takeaways, Adult Gaming Centres, Amusement Arcades, Betting Shops, Payday Loan Shops, Pawnbrokers and Shisha Bars</p> <p>Policy TOW04 Night Time Economy</p> <p>COMMUNITY USES, HEALTH & WELLBEING</p> <p>Policy CHW01 Community Infrastructure</p> <p>Policy CHW02 Promoting health and wellbeing</p> <p>Policy CHW03 Making Barnet a safer place</p> <p>Policy CHW04 Protecting Public Houses</p> <p>ECONOMY</p>	
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		<p><u>Promoting High Quality Design</u></p> <p><u>Policy CDH02 Sustainable and Inclusive Design</u></p> <p><u>Policy CDH03 Public Realm</u></p> <p><u>Policy CDH04 Tall Buildings</u></p> <p><u>TOWN CENTRES</u></p> <p><u>Policy TOW01 Vibrant Town Centres</u></p> <p><u>Policy TOW04 Night –Time Economy</u></p> <p><u>COMMUNITY USES, HEALTH & WELLBEING</u></p> <p><u>Policy CHW01 Community Infrastructure</u></p> <p><u>ENVIRONMENT & CLIMATE CHANGE</u></p> <p><u>Policy ECC02 Environmental Considerations</u></p> <p><u>TRANSPORT & COMMUNICATIONS</u></p> <p><u>Policy TRC01</u></p>	<p>Policy ECY01 A Vibrant Local Economy Policy ECY02 Affordable Workspace Policy ECY03 Local Jobs, Skills and Training</p> <p>ENVIRONMENT & CLIMATE CHANGE</p> <p>Policy ECC01 Mitigating Climate Change Policy ECC02 Environmental Considerations <u>Policy ECC02A Water Management</u> Policy ECC03 Dealing with waste Policy ECC04 Barnet’s Parks and Open Spaces Policy ECC05 Green Belt and Metropolitan Open Land Policy ECC06 Biodiversity</p> <p>TRANSPORT & COMMUNICATIONS</p> <p>Policy TRC01 Sustainable and Active Travel Policy TRC02 Transport Infrastructure Policy TRC03 Parking management Policy TRC04 Digital Communication and Connectivity</p>	
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		<table border="1" data-bbox="360 244 1417 525"> <tr> <td data-bbox="360 244 790 331"> <u>Sustainable and Active Travel</u> </td> <td data-bbox="790 244 1417 331"></td> </tr> <tr> <td data-bbox="360 331 790 419"> Policy TRC02 <u>Transport Infrastructure</u> </td> <td data-bbox="790 331 1417 419"></td> </tr> <tr> <td data-bbox="360 419 790 525"> Policy TRC03 <u>Parking management</u> </td> <td data-bbox="790 419 1417 525"></td> </tr> </table>	<u>Sustainable and Active Travel</u>		Policy TRC02 <u>Transport Infrastructure</u>		Policy TRC03 <u>Parking management</u>	
<u>Sustainable and Active Travel</u>								
Policy TRC02 <u>Transport Infrastructure</u>								
Policy TRC03 <u>Parking management</u>								

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MM 9	<p>Chapter 3 – Barnet’s Vision and Objectives</p> <p>Policy BSS01 – Barnet’s Spatial Strategy</p> <p>And consequential changes to supporting text</p> <p>Paras 3.3.1 to 3.3.1F & Para 4.7.1</p>	<p>POLICY BSS01 Spatial Strategy for Barnet</p> <p>a) <u>A.</u> In order to make the Council’s vision for Barnet happen, the Local Plan seeks to deliver between 2021 and 2036:</p> <ul style="list-style-type: none"> i. <u>a)</u> A minimum of 35,460 new homes, including the provision of affordable housing to meet Policy HOU01; ii. <u>b)</u> A new Metropolitan Town Centre at Brent Cross Growth Area with up to <u>395,297m²</u> 395,000m² of new office space at Brent Cross Town and <u>up to 115,000m²</u> 56,600 m² of new retail space at Brent Cross North; iii. <u>c)</u> Between Up to 67,000 m² and 106,000m² of additional new office space in the rest of the Borough (with priority given to distribution across Barnet’s Major and District town centres through applying the sequential test for main town centre uses), and including the provision of affordable workspace to meet Policy ECY02; iv. <u>d)</u> <u>Intensification of use of land for employment (with regard to London Plan policies E4 and E6) together with safeguarding of Locally Significant Industrial Sites (LSIS) (with regard to Policy ECY01) to provide the parameters for guiding the provision of additional industrial land;</u> v. <u>e)</u> <u>An approach to retail and leisure development focussed upon the implementation of the planning consent at the Brent Cross Growth Area, ensuring the viability and vitality of Barnet’s Major and District town centres through an appropriate mix of uses, and addressing any location-based requirements (including where necessary to support the delivery of allocations in the Plan - subject to, where relevant, the sequential and impact tests set out in Policy TOW01) rather than identification of a specific requirement for net additional floorspace.</u> vi. <u>f)</u> A new Regional Park within designated Green Belt or Metropolitan Open Land as set out in Policy GSS13; and vii. <u>g)</u> 3 <u>Three</u> new destination hubs for sport and recreation at: Barnet and King George V Playing Fields; Copthall Playing Fields and Sunny Hill Park; and West Hendon Playing Fields as set out in Policy GSS13;
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- b) B. The Council will (including by making effective use of land in urban areas) seek to minimise the Borough's contribution to mitigate climate change and adapt to its effects with regard to in accordance with Policy ECC01.
- e) C. In order to make effective use of land in urban areas and 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, Opportunity Areas (as identified in the London Plan) and District Town Centres. 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) 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.

3.3 Delivering a strategy to meet Barnet's challenges

3.3.1 The Local Plan is the product of an evolving process, developed through various stages of consultation and visioning workshops, whilst considering the wider policy objectives of the London Plan and the NPPF. Over the Plan period to 2036, the Council seeks to create the conditions in the Borough that will deliver a minimum of 35,460 new homes equal to 2,364 new homes per annum. This target will be achieved through a combination of Local Plan policies and proposals ~~and the Growth Strategy Delivery Plan which~~ together with the Council's Capital Programme, Infrastructure Delivery Plan and Infrastructure Funding Statement which will set out the key projects where the Council will direct its future investment.

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		<p>3.3.1A <u>The Council, having declared a Climate and Biodiversity Emergency, fully endorses the Mayor's ambition, as set out in the London Plan, for the capital to become zero carbon by 2050. This underpins the Plan's key objective to deliver an environmentally sustainable Borough and build resilience to climate change. Through a combination of strategies including the Local Plan and the Sustainability Strategy this will be done by increasing energy efficiency and maximising the use of low carbon energy sources in all stages of the development process, from design and construction to operation. An integrated approach to development should see all sectors coming together to achieve good growth alongside a healthy and attractive, low carbon environment, that can improve air quality, mitigate and adapt to the impacts of climate change, enhance green infrastructure and encourage active travel.</u></p> <p>3.3.1B <u>National policy seeks to steer development away from areas of flood risk (from rivers and other sources), unless exceptions can be justified. The Council have therefore ensured that the Plan's approach to growth is supported by the recommendations of the Barnet Strategic Flood Risk Assessment Level 2 April 2021 (SFRA2) and the Barnet Flood Risk Sequential and Exceptions Test (February 2022).</u></p> <p>3.3.1C <u>The Council has designated 50.7 hectares of land as Locally Significant Industrial Sites. Although the London Industrial Land Demand Study identified a need for an additional 7.3 hectares of industrial land while the West London Employment Land Review identified a need for 13.5 hectares of industrial land by 2036 the Local Plan has not allocated additional land for industrial use. The Council's approach is to set parameters through the Local Plan policy framework that guide the market in determining where proposals for such uses may be brought forward. This is consistent with London Plan Policies E4 and E6 which recommend that boroughs should encourage the intensification of use of the designated industrial sites.</u></p> <p>3.3.1D <u>The long-term need for retail and leisure space is not the same as the long-term needs for industrial and office space. A key component of the Local Plan evidence base is the Town Centre Floorspace Needs Assessment. This was completed in 2017 and produced on the basis of the pre 2020 Use Classes Order. There is a broad consensus that expectations of retail and leisure growth from before COVID19 have changed with movement away from traditional retail formats and the way we interact with town centres as the focus of local commercial activity. Within Barnet a key component of</u></p>
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		<p><u>future growth is the delivery of a new Metropolitan Town Centre at Brent Cross. This will be delivered through the implementation of the 2014 consent which provides for up to 115,000m² of new retail space and through future planning applications consistent with Policy GSS02. The Council's premise is that Brent Cross will be the realisation of any future retail growth in Barnet. If in response to market signals retail growth is not delivered at Brent Cross it is unlikely to be realised elsewhere within the Borough.</u></p> <p><u>3.3.1E The changes to the Use Classes Order (2020) remove restrictions on changes of use and allow greater flexibility for opportunities to change between main town centre uses, supporting town centre vitality and viability. When considering planning applications for main town centre uses (as defined in both the NPPF and the London Plan) the Council will apply locational requirements as set out in Policy TOW01 and take account of those identified in Annex 1, the sequential and impacts tests as set out in the NPPF and London Plan Policy SD7 part A1.</u></p> <p><u>3.3.1F To further understanding of how town centres have changed since 2012, the Council as part of the West London Alliance commissioned a Town Centres Study. The Study assessed town centres in 5 West London boroughs and took a benchmarking approach to providing typologies through which trends affecting town centres can be better understood. The Study also took a qualitative approach, based on an analysis of long-term retail, planning and socio-economic trends across the Study area, in order to form the basis for a series of options and recommendations for future development which will inform the early review of the Plan. The Council will complement this Study with further town centres evidence, including any floorspace needs for retail and other main town centre uses.</u></p>
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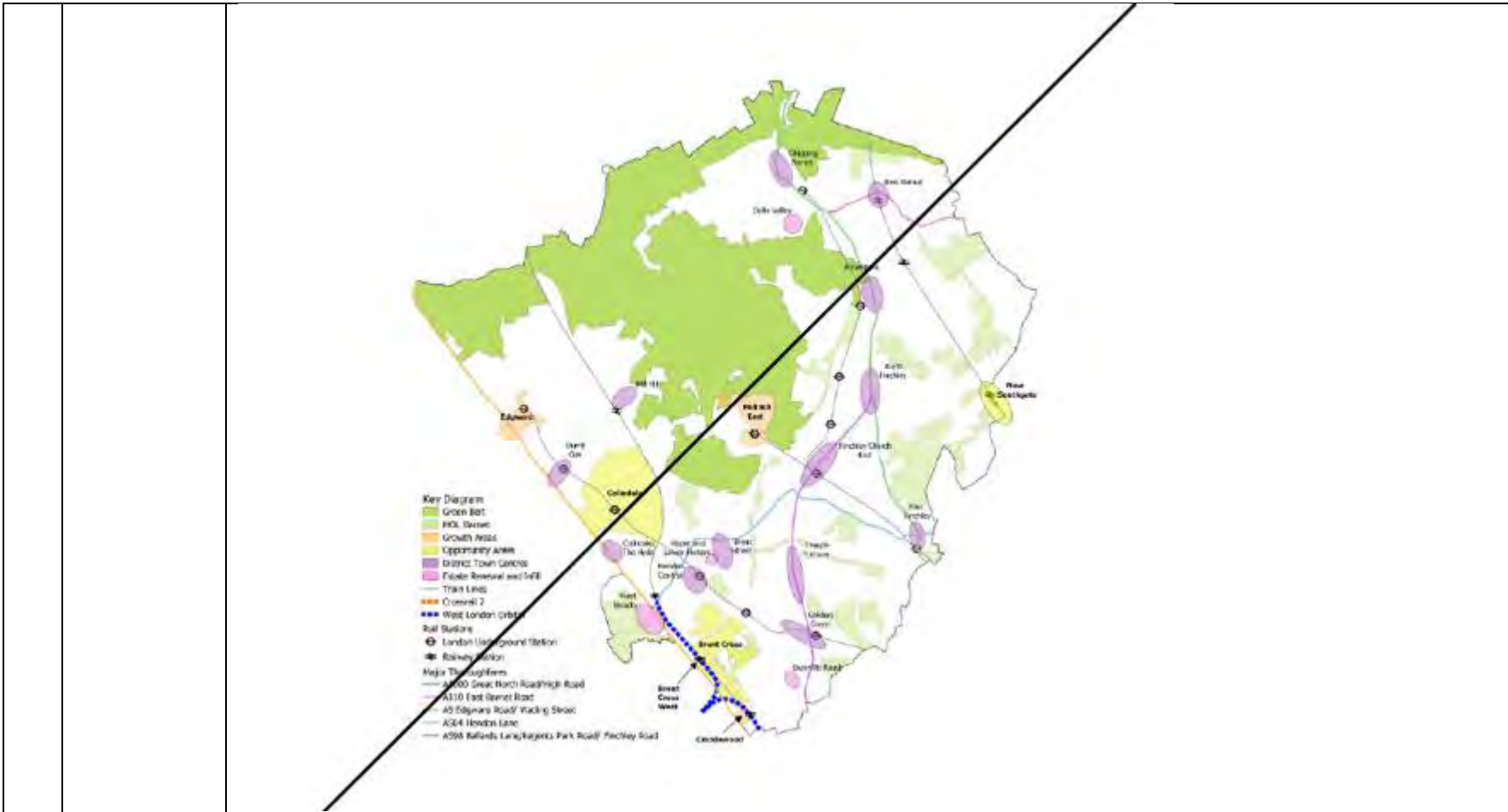
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		<p>3.3.3 Reflecting the vision and objectives that have been set out, Policy BSS01 provides an overarching spatial strategy to capture the aspirations for Barnet’s preferred approach over the Plan period. As well as new homes delivery it sets out the aspects of growth in terms of <u>office</u>, and retail <u>and industrial</u> space as well as new provision for public open space, sports and recreation across Barnet. Making this supporting provision happen will, as with new homes, be achieved through a combination of Local Plan policies and proposals in the Growth Strategy Delivery Plan.</p> <p>4.7 Major Transport Infrastructure</p> <p>4.7.1 The COVID19 pandemic in 2020/21 <u>has</u> dramatically reduced the need to travel <u>for work for some residents due to an increase in home-working</u>. Despite this there remains a strong economic case for infrastructure projects such as West London Orbital. The West London Orbital has been identified by Transport for London and the West London Alliance as essential infrastructure to support, enable and accelerate sustainable and inclusive population and employment growth. The scheme is expected to help deliver new homes and jobs, with an emphasis on ensuring that residents have the skills to access new job opportunities. Brent Cross West station will be <u>was</u> completed in 2022<u>23</u> as part of the regeneration of Brent Cross. In the east of the Borough <u>the New Southgate Opportunity Area could be further supported by</u> a future confirmation of Crossrail 2 (the land for which remains safeguarded) could have a similar impact to the WLO. Public transport nodes such as London Underground and Network Rail stations also have a significant contribution to make to sustained growth. The Council’s Long Term Transport Strategy will <u>informs</u> a programme of priority transport investments that will support and address the strategic needs of Barnet.</p>
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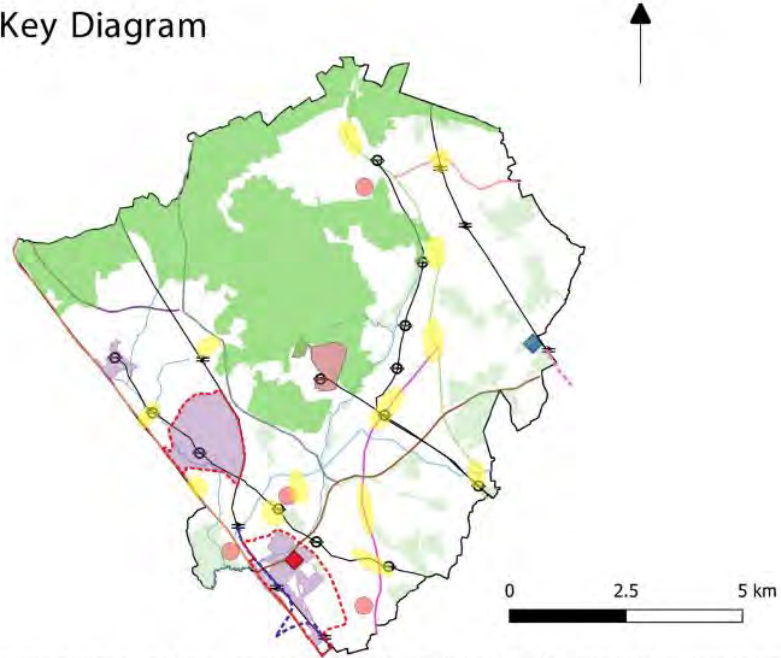
MM 10	Chapter 3 – Barnet’s Vision and Objectives Paras 3.4.1, 3.4.2, 3.4.2A & Key Diagram	<p>3.4 The Key Diagram</p> <p>3.4.1 On a conceptual level the Key Diagram illustrates the Council’s overall spatial strategy. This shows the broad locations where the Council expects a concentration of development to be <u>concentrated</u> located.</p> <p>3.4.2 The Opportunity Areas are designated within the London Plan as the capital’s principal opportunities for accommodating large scale development. The Opportunity Areas are supported by Area Frameworks that set the parameters for development proposals that contribute to regeneration and tackle inequalities as well as the environmental, economic and social barriers that affect the lives of people in the area. Opportunity Areas have the highest expectations for delivering new homes and new jobs as well as supporting infrastructure. Opportunity Areas are the largest strategic locations in the Key Diagram. <u>The Brent Cross / Cricklewood Opportunity Area is now represented as three individual Growth Areas that have been designated in the Local Plan: Brent Cross, Brent Cross West / (Staples Corner) and Cricklewood. The boundary of the Colindale Growth Area is the same as that of the Colindale- Burnt Oak Opportunity Area.</u></p> <p><u>3.4.2A The London Plan designates New Southgate as an Opportunity Area. The Opportunity Area includes parts of LB Barnet, LB Enfield and LB Haringey. The Council is working with the GLA, LB Enfield and LB Haringey to produce a joint planning framework. The framework will establish the boundaries of the Opportunity Area. As the boundaries of the New Southgate Opportunity Area have not yet been defined the area is represented as a symbol on the Key Diagram.</u></p>
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Key Diagram



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Legend

- | | |
|--------------------------------------|--|
| Green Belt | A110 East Barnet Road |
| MOL | A41 Edgware Way Watford Way Hendon Way |
| Opportunity Areas | A406 North Circular Road |
| Brent Cross Metropolitan Town Centre | A598 Ballards Road Regents Park Road Finchley Road |
| Mill Hill East Area | A1000 Great North Road/ High Road |
| Growth Area | A504 Hendon Lane |
| District Town Centre | A5 Edgware Road |
| Estate renewal and infill | Waterways |
| Crossrail 2 | Borough Boundary |
| West London Orbital | New Southgate Opportunity Area. |
| Railway Station | |
| Underground Station | |
| Train lines | |
| A1 Great North Way Watford Way | |

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MM 11	<p>Chapter 4 – Growth and Spatial Strategy</p> <p>Paras 4.4.1 to 4.4.5A, 4.8.1A, 4.8.1, 4.8.2 to 4.8.4, 4.8.4A, 4.8.4B, 4.8.5, 4.8.6</p> <p>Table 4, Table 5, Table 5A</p>	<p>4.3 Barnet’s Growth Requirements</p> <p>4.4 Housing</p> <p>4.4.1 The NPPF requires Barnet to determine the minimum number of homes needed with strategic policies informed by a local housing need assessment that has been formulated by the Government. This is conducted using the standard method provided in national planning guidance.</p> <p>4.4.2 To achieve a national housing target of 300,000 new homes per annum the Government (MHCLG) in 2018 introduced a methodology that set out minimum housing requirements through the ‘Standard Method’ approach. This is an unconstrained assessment of the number of homes needed in an area and requires greater refinement as part of the Local Plan’s design led and place-shaping approach to delivering growth in response to Barnet’s objectively assessed housing need. Since its introduction in 2018 the methodology has been revised several times and housing requirements have gone up and down. The most recent requirement of 5,361 new homes per annum is reflected in Table 4. Within London there is more clarity about housing targets. It is the role of the London Plan to set individual housing targets for individual boroughs.</p> <p>4.4.3 The Draft London Plan housing target, published December 2017, was set at 3,134 new homes per annum. The report of the independent Panel of Inspectors appointed to examine the London Plan was published in October 2019. Whilst accepting the London Strategic Housing Market Assessment (SHMA) housing need figure of 660,000 new homes between 2019 and 2029, the Panel recommended a reduction in the overall London-wide housing target. This is reflected in The London Plan (published in March 2021) which through Policy H1 and Table 4.1-sets out a ten-year the housing target (2019/20 to 2028/29) for Barnet <u>which equates to of 2,364</u> new homes per annum as a minimum. <u>This figure has been taken forward in identifying the minimum of 35,460 new homes required for the 15 year Plan period of 2021 to 2036.</u></p> <p>4.4.4 In 2018 the Council, in partnership with the West London Alliance, commissioned a Strategic Housing Market Assessment (SHMA) consisting of two reports – a Borough SHMA for Barnet and a sub-regional SHMA for West London. This SHMA establishes the level of housing demand and the scale of</p>
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housing supply necessary to meet this demand — including backlog demand from households in temporary accommodation, and those on waiting lists with an identified housing need. ~~Barnet’s SHMA identifies the Full Objectively Assessed Need (OAN) for housing in Barnet as 3,060 dwellings per year. This equates to a need of 46,000 new homes over the lifetime of the Local Plan.~~

Table 4 – Housing Requirement Assessments¹

New Homes for Barnet	MHCLG Standard Methodology (Dec 2020)	London Plan (March 2021)	Draft London Plan (Dec 2017)	Barnet SHMA (Oct 2018)
Per annum	5,361	2,364	3,134	3,060
Total 2021 – 2036	80,415	35,460	47,000	46,000

4.4.5 Barnet therefore proposes to meet and then exceed the London Plan target of **35,460** new homes over the Plan Period up to 2036, and in doing so, achieve the strategic target that 50% of these new homes are genuinely affordable (as defined in the Glossary and London Plan Policy H4)., ~~while providing a supply of sites for up to 46,000 new homes. In meeting this need to deliver the right homes in the right places, the Council will seek support to boost delivery from the Government and Homes England, as well as the Greater London Authority, through funding streams such as the Home Building Fund and Good Growth Fund.~~

4.4.5A In the interest of certainty it is confirmed that non self contained accommodation is counted as part of the new homes supply. The London Plan highlights at para 4.1.9 that net non-self-contained accommodation for students and shared living schemes should count towards meeting housing targets on the basis of a 2.5:1 ratio, with two and a half bedrooms being counted as a single home. London Plan para 4.1.9 also clarifies that ‘net non-self-contained accommodation for older people (C2 Use Class) should count towards meeting housing targets on the basis of a 1:1 ratio, with each bedroom being counted as a single home.’ All other net non-self-contained communal accommodation (including HMOs)

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		<p><u>should count towards meeting housing targets on the basis of a 1.8:1 ratio, with eight bedrooms being counted as a single home.</u></p> <p>4.8 Delivering Sustainable Growth</p> <p>4.8.1A <u>To meet the Borough's identified needs the Council will create the conditions for sustainable growth to deliver the homes, jobs, retail floorspace, open spaces and community facilities (such as health, education and cultural infrastructure). Investment in infrastructure for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and the provision of energy (including heat) is key to supporting growth.</u></p> <p>4.8.1 The Local Plan sets out how the London Plan housing target can be met over the Plan period. <u>The Local Plan</u> It must demonstrate a clear understanding of the land available, including existing growth areas, taking into account availability, suitability and likely economic viability. Planning policies should identify a supply of:</p> <p>a) specific, deliverable sites for years one to five of the Local Plan period; and</p> <p>b) specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the Plan.</p> <p>4.8.2 Delivery of new homes will mostly be in the key Growth Areas of Brent Cross —Cricklewood (Opportunity Area), Colindale (Opportunity Area), <u>Cricklewood, Mill Hill East, Brent Cross West, and Edgware</u>, and Cricklewood alongside new housing in the <u>Mill Hill East Area and within the Borough's District Town Centres</u>. Each of these growth locations is distinctive and the Local Plan will respond to these individual characteristics to ensure good place-making.</p> <p>4.8.3 This approach to growth will seek to regenerate and develop areas of brownfield and underused land and buildings, particularly where these are located in areas of good public transport provision. The Growth Areas and Town Centres also offer a range of investment opportunities through identified</p>
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		<p>developable and deliverable sites with substantial capacity to accommodate new homes, jobs and infrastructure.</p> <p>4.8.4 In meeting this need to deliver the right homes in the right places, the Council will produce a Sustainable Design and Development Guidance SPD. This SPD will <u>help to ensure that development is optimised through the design led approach. Optimising site capacity entails flexibility to accommodate requirements of other policies in the Plan and other material considerations beyond ensuring that development is of the most appropriate form and land use for the site.</u> replace two existing SPDs on Residential Design Guidance and Sustainable Design and Construction. In addition to carrying forward the content of the existing documents. The new SPD will include area-wide housing design codes, <u>guidance and criteria</u> that cover types of development most commonly associated with small sites (under 0.25 ha).</p> <p>4.8.4A The Local Plan small sites target provides a reliable source of windfall sites which contributes to anticipated supply and meets the requirements of the NPPF (para 70). <u>The small sites target is a component of the overall Local Plan housing target. It reflects a range of between 5,130 new homes, based on historic delivery on developments of under 10 new homes, and the minimum target of 6,500 new homes based on London Plan Policy H2. The London Plan through Policy H2 and Table 4.2-sets out a ten-year housing target (2019/20 to 2028/29) for Barnet which equates to 434 new homes per annum from sites (0.25 ha and below). This figure has been taken forward in identifying the upper target of 6,500 new homes from Small Sites for the 15 year Plan period of 2021 to 2036. In meeting this target the Council wants to encourage the development of small sites, and provide a positive environment for small site developments in areas with good access to public transport and local services. The Council expects small site housing delivery to meet relevant policy requirements set out elsewhere in the Local Plan. This is intended to be achieved through development of a combination of identified sites in Annex 1 of the Plan (cumulative contributions of sites of below 0.25ha indicated in Table 4) and windfall development during the Plan period.</u></p> <p><u>Table 4 Contribution of Identified Sites (Schedule of Proposals - Annex 1 of the Local Plan) to New Homes Delivery from Small and Medium Sites</u></p>
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	<u>Years</u> 1-5	<u>Years</u> 6-10	<u>Years</u> 11-15	<u>Total</u>
<u>Large Sites of 1 ha and above</u>	<u>316</u>	<u>8,429</u>	<u>2,276</u>	<u>11,021</u>
<u>Medium Sites (0.25 ha and over but below 1ha)</u>	<u>60</u>	<u>1751</u>	<u>283</u>	<u>2094</u>
<u>Small Sites (under 0.25 ha)</u>	<u>0</u>	<u>216</u>	<u>0</u>	<u>216</u>
<u>Contribution from Sites Schedule Total</u>	<u>376</u>	<u>10396</u>	<u>2559</u>	<u>13331</u>

4.8.4B Table 4 demonstrates the contribution to small sites (under 0.25 ha) delivery as well as those medium sites (0.25 ha and over but below 1ha) from the Schedule of Proposals. It also demonstrates that identification of small and medium sites in the Plan is consistent with the NPPF requirement for at least 10 per cent of sites to be no larger than one hectare.

4.8.5 Barnet can deliver against and potentially exceed a minimum housing target capacity of 35,460 new homes from 2021 to 2036, spread over the delivery period as shown in Table 5. Further detail on the supply that can be delivered from specific sites is set out in Annex 1 - Schedule of Proposals and Table 65A.

4.8.6 The housing trajectory (Figure 3) is a means of measuring the Council's past and future housing performance in meeting the housing target. The housing trajectory is based on information relating to past housing completions, current planning approvals and anticipated future housing proposals including broad locations for future housing growth identified in the Plan. It reflects estimates the potential number of units on each of the site proposals in Annex 1 Opportunity Site in the Borough and estimates a realistic timeframe for development. These figures are subject to ongoing review and monitoring through the Authorities Monitoring Report (AMR). The housing trajectory sets out an annual breakdown of Barnet's housing supply over the plan period assessed against the London Plan target. Table 5 is rounded down to the nearest ten houses for every figure given to provide a headline requirement for these areas in the Plan with necessary flexibility/headroom in the sites to ensure that it is achieved.

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Table 5 – New Homes Delivery – 2021/22 to 2035/36

		Years 1-5	Years 6-10	Years 11-15	Total Supply
		2021/22 – 2025/26	2026/27 – 2030/31	2031/32 – 2035/36	
<i>Growth Areas and Mill Hill East</i>	<i>Brent Cross</i>	600 <u>1,330</u>	3,700 <u>3,020</u>	5,200 <u>3,070</u>	9,500 <u>7,420</u>
	<i>Brent Cross West</i>	-	-	1,800	1,800
	<i>Cricklewood</i>	1,250 <u>160</u>	150 <u>1,200</u>	-	1,400 <u>1,360</u>
	<i>Edgware</i>	100 <u>170</u>	3,250 <u>2,750</u>	1,650 <u>1,820</u>	5,000 <u>4,740</u>
	<i>Colindale</i>	3,000 <u>2,690</u>	1,100 <u>2,500</u>		4,100 <u>5,190</u>
	<i>Mill Hill East</i>	1,200 <u>1,850</u>	200 <u>310</u>	100 <u>120</u>	1,500 <u>2,280</u>
	Growth Areas and Mill Hill East Sub-Total	6,100 <u>6,200</u>	8,400 <u>9,780</u>	8,800 <u>6,810</u>	23,300 <u>22,790</u>
<i>District Town Centres</i>	<i>Brent Street</i>	<u>0</u>	<u>260</u>	<u>0</u>	<u>260</u>
	<i>Burnt Oak</i>	<u>160</u>	<u>0</u>	<u>0</u>	<u>160</u>
	<i>Chipping Barnet</i>	<u>50</u>	<u>290</u>	<u>190</u>	<u>530</u>
	<i>Colindale - The Hyde</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
	<i>East Finchley</i>	<u>20</u>	<u>70</u>	<u>130</u>	<u>220</u>
	<i>Finchley Central Church End</i>	<u>40</u>	<u>650</u>	<u>130</u>	<u>820</u>
	<i>Golders Green</i>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>

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			<u>Hendon Central</u>	<u>70</u>	<u>50</u>	<u>0</u>	<u>120</u>
			<u>Mill Hill</u>	<u>0</u>	<u>50</u>	<u>0</u>	<u>50</u>
			<u>New Barnet</u>	<u>370</u>	<u>690</u>	<u>40</u>	<u>1100</u>
			<u>North Finchley</u>	<u>80</u>	<u>740</u>	<u>0</u>	<u>820</u>
			<u>Temple Fortune</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
			<u>Whetstone</u>	<u>430</u>	<u>590</u>	<u>0</u>	<u>1,020</u>
			District Town Centres Sub-Total	<u>1,950</u> <u>1,220</u>	<u>2250</u> <u>3,390</u>	<u>1,200</u> <u>490</u>	<u>5,400</u> <u>5,100</u>
	Existing & New Major Transport Infrastructure		<u>Cross Rail 2 (New Southgate Opportunity Area)</u>	<u>0</u>	<u>0</u>	<u>250</u>	<u>250</u>
			<u>Existing Public Transport Nodes</u>	<u>80</u>	<u>90</u>	<u>0</u>	<u>170</u>
			Existing & New Major Transport Infrastructure Sub-Total	<u>-</u> <u>80</u>	<u>950</u> <u>90</u>	<u>700</u> <u>250</u>	<u>1,650</u> <u>420</u>
			Estate renewal & infill	<u>1,350</u> <u>1,090</u>	<u>2,500</u> <u>1,840</u>	<u>550</u> <u>1,050</u>	<u>4,400</u> <u>3,980</u>
			Major Thoroughfares	<u>2,050</u> <u>620</u>	<u>1,300</u> <u>2,810</u>	<u>-</u> <u>100</u>	<u>3,350</u> <u>3,530</u>
			Other large sites	<u>1,100</u> <u>880</u>	<u>1,500</u> <u>1,990</u>	<u>200</u> <u>0</u>	<u>2,800</u> <u>2,870</u>

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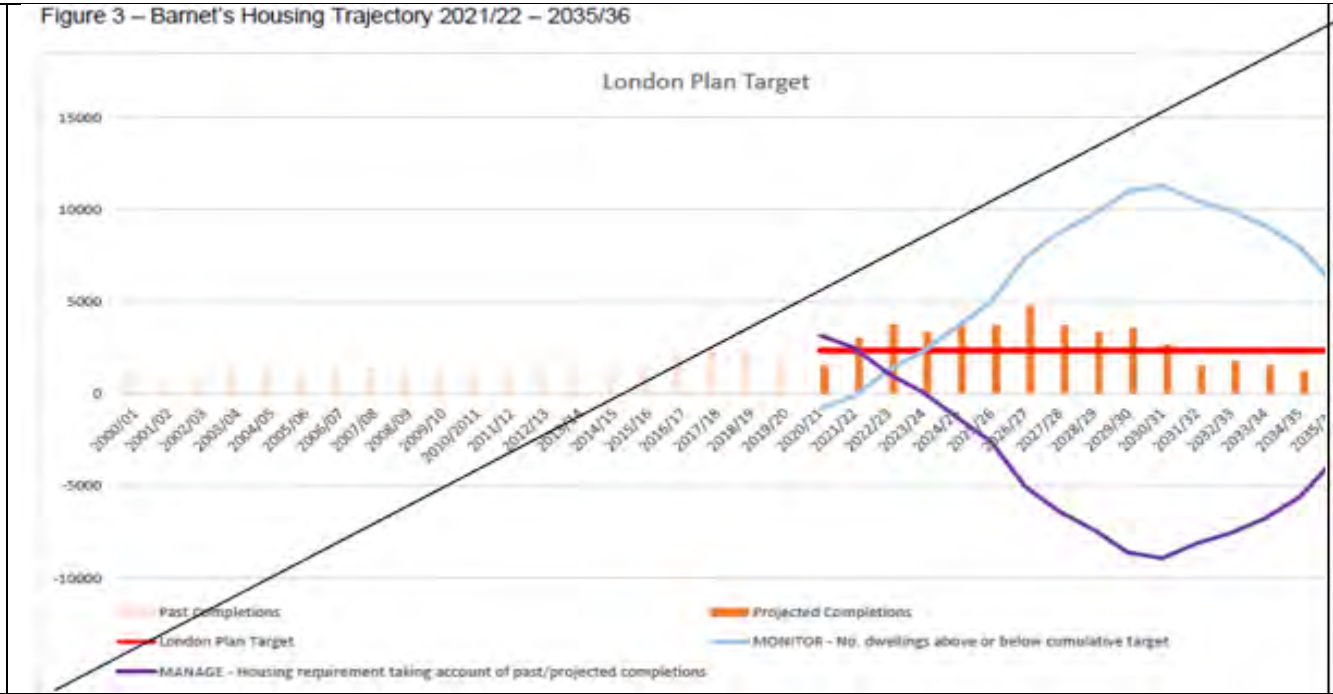
	Small Sites (under 0.25 ha)	1,700 <u>1,590</u>	1,700 <u>1,710</u>	1,700 <u>1,710</u>	5,100 <u>5,010</u>
	Total	14,250 <u>11,680</u>	18,600 <u>21,610</u>	13,150 <u>10,410</u>	46,000 <u>43,700</u>

Table 5A-6 Contribution of Identified Sites (Schedule of Proposals - Annex 1 of the Local Plan) to New Homes Delivery

	Years 1-5	Years 6-10	Years 11-15	Total
<u>Growth Areas</u>	<u>184</u>	<u>3555</u>	<u>1947</u>	<u>5686</u>
<u>District Centres</u>	<u>0</u>	<u>4319</u>	<u>464</u>	<u>4783</u>
<u>Existing & Major New Public Transport Infrastructure</u>	<u>86</u>	<u>95</u>	<u>0</u>	<u>181</u>
<u>Estate renewal & infill</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
<u>Major Thoroughfares</u>	<u>106</u>	<u>927</u>	<u>105</u>	<u>1138</u>
<u>Other sites</u>	<u>0</u>	<u>1500</u>	<u>43</u>	<u>1543</u>
Contribution from Sites Schedule	4,600	10,400	2,200	17,200
Total	376	10,396	2,559	13,331

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MM 12
 Figure 3 – Barnet's Housing Trajectory 2021/22 – 2035/36



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MM 13	Chapter 4 – Growth & Spatial Strategy Policy GSS01 And consequential changes to supporting text Section 4.1 Paras 3.3.1 to 3.3.1F & Para 4.7.1	<p>POLICY GSS01 Delivering Sustainable Growth</p> <p>The Council will create the conditions for sustainable growth to deliver the homes, jobs, retail <u>and leisure floorspace, open spaces</u> and community facilities <u>(such as health, education and cultural infrastructure)</u> to meet Barnet’s identified needs. Infrastructure <u>for transport, telecommunications, security, waste management, water supply, wastewater, flood risk and the provision of energy (including heat)</u> is key to supporting growth, including investment in transport, education, health and open spaces.</p> <p><u>A. Economic Growth</u></p> <p>Employment growth <u>over the Plan period between 2021 and 2036 is expected to</u> will create more than <u>between 12,000 and 27,000 new jobs across the Borough, with the majority of these generated many</u> within the Brent Cross Growth Area where permission has been granted for <u>up to 395,000 395,297 m2 (net) of new office space and up to 115,000m² 56,600m² (net) of new retail space at an enhanced Brent Cross Shopping Centre which will be integrated into a new Metropolitan Town Centre.</u></p> <p>Elsewhere <u>between up to 67,000 m² and 106,000m² of additional new office floorspace in the rest of the Borough is expected to be delivered (with priority given to</u> will be <u>distribution distributed across Barnet’s Major and District town centres through the application of the sequential test for main town centre uses set out in Policy TOW01).</u></p> <p><u>B. New Public Transport Infrastructure</u></p> <p><u>The following major new public transport infrastructure will be</u> is <u>delivered over the lifetime of the Plan at the new Brent Cross West station and West London Orbital, with potential for Crossrail 2 subject to confirmation.</u> :</p> <p>a) <u>New rail station and transport interchange at Brent Cross West;</u> b) <u>A replacement or remodelled and improved bus station at Brent Cross North;</u></p>
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- c) An upgraded and enlarged Colindale Underground station providing step free access and enhanced public transport interchange;
- d) New passenger rail line - the West London Orbital Line together with upgrades to existing stations (Cricklewood and Hendon and new station at Brent Cross West);
- e) New bus stopping and standing arrangements in North Finchley bus station;
- f) Interchange improvements at Edgware with protection or re-provision of bus operations and bus station function as part of any redevelopment. London Underground infrastructure and operations must also be maintained; and
- g) Crossrail 2 at New Southgate. This is a longer term project that is subject of confirmation and will be supported during the Plan period and beyond through necessary safeguarding of railway and worksites at Oakleigh Road South.

C. New Homes

New homes will be directed to the following locations:

- a) Growth Areas and Mill Hill East (~~23,300~~ 22,790 homes):
 - Brent Cross ~~Cricklewood Opportunity Area~~ – ~~9,500~~ 7,420 homes (Policy GSS02)
 - Brent Cross West (Staples Corner) – 1,800 homes (Policy GSS03)
 - Cricklewood ~~Town Centre~~ – ~~1,400~~ 1,360 homes (Policy GSS04)
 - Edgware ~~Town Centre~~ – ~~5,000~~ 4,740 homes (Policy GSS05)
 - Colindale ~~Opportunity Area~~ – ~~4,100~~ 5,190 homes (Policy GSS06)
 - Mill Hill East – ~~1,500~~ 2,280 homes (Policy GSS07)
- b) District Town Centres – ~~5,400~~ 5,100 homes (Policy GSS08)
- c) Existing and Major new public transport infrastructure (~~1,650~~ 420 homes) (Policy GSS09):
 - Existing Public Transport Nodes (London Underground and Network Rail stations and environs, including car parks – ~~450~~ 170 homes
 - New Southgate Opportunity Area (potentially supported by Crossrail 2) - 250 homes

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- ~~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 3,980 homes (Policy GSS10)
- e) Major Thoroughfares – ~~3,350~~ 3,530 homes (Policy GSS11)
- f) Other large sites – ~~2,800~~ 2,870 homes. This includes ~~including~~ land at Middlesex University in Hendon and car parks – ~~2,800~~ homes (Policy Policies BSS01, GSS01 and GSS12 (specifically for car parks))

D. Build to Rent

The Council supports Build to Rent developments that meet the definition in the London Plan and expects such proposals to follow the approach set out in London Plan Policy H11.

E. Design Led Approach

By optimising capacity through a design-led approach and the delivery of good design as set out in London Plan Policies D3 and D4, the Council will support the delivery on small sites (0.25 ha and below) of between Housing growth will come forward on small sites (5,100 5,010 and 6,510 homes) that are not including sites 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 with good access to public transport and local services that take account of planning designations and environmental restrictions, including avoiding areas at most risk of flooding. The Council will produce a Sustainable Design and Development Guidance SPD that sets out area wide design codes and associated guidance for small site developmentⁱⁱ.

F. Self-Build and Custom Housebuilding

The Council will support policy compliant proposals that make efficient use of land to meet demand for Self-Build and Custom Housebuilding, including on small sites. Neighbourhood

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Plans will be encouraged to identify appropriate sites for self-build or custom-build where there is unmet demand.

G. Site Assembly

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.

H. Schedule of Proposals

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, ensuring that it is aligned with London Plan Policy D3 ~~Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site and that it accords with the relevant requirements of the other Policies in this Plan.~~

4.1 National and London Plan Policy Context

NPPF

Section 3 Plan Making – Non-Strategic Policies ~~specifically para 29~~

Section 5 Delivering a Sufficient Supply of Homes ~~specifically paras 59, 60, 65, 67 and 73~~

Section 6 Building a strong and competitive economy ~~specifically para 81~~

Section 9 Promoting sustainable transport ~~specifically paras 102 and 103~~

Section 11 Making effective use of land ~~specifically paras 117, 118, 119 and 123~~

Section 13 Protecting Green Belt Land ~~specifically para 134~~

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		<p><i>London Plan</i></p> <p><i>Policy Good Growth objective- GG2 Making the best use of land</i></p> <p><i>Policy Good Growth objective- GG4 Delivering the homes Londoners need</i></p> <p><i>Policy SD1 Opportunity Areas</i></p> <p><i>Policy SD6 Town centres and high streets</i></p> <p><i>Policy SD10 Strategic and local regeneration</i></p> <p><i>Policy D3 Optimising capacity through the design-led approach</i></p> <p><i>Policy D13 Agent of Change</i></p> <p><i>Policy H1 Increasing housing supply</i></p> <p><u><i>Policy H2 Small Sites</i></u></p> <p><u><i>Policy H6 Affordable housing tenure</i></u></p> <p><i>Policy H8 Loss of existing housing and estate development</i></p> <p><u><i>Policy H11 Build to Rent</i></u></p> <p><u><i>Policy E7 Industrial intensification, co-location and substitution</i></u></p> <p><u><i>Policy T2 Healthy Streets</i></u></p> <p><u><i>Mayor of London Optimising Site Capacity – A Design Led Approach LPG</i></u></p> <p><u><i>Mayor of London All London Green Grid SPG</i></u></p>
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2.5 Economy and Town Centres

2.5.3 As highlighted in the Key Facts Evidence Paper Barnet's economic activity rate is below the London and UK average. The employment rate is also lower than that for London as a whole. ~~Employment in Barnet is expected to grow by 22% by 2036, generating an additional demand for office space of approximately 40,000 m². During the Plan period between 12,000 and 27,000ⁱⁱⁱ new jobs will be generated, with the majority of these arising in the Brent Cross Growth Area.~~ With a strong culture of self-employment in Barnet it is particularly important that there is sufficient provision of affordable and flexible workspace, particularly in town centres, to support small to medium businesses that can contribute to the success of the Borough's economy.

4.5 Town Centres, Economy and Jobs

4.5.1 Growth of the local economy will be encouraged and supported, generating the new jobs needed to provide employment for Barnet's growing population. During the Plan period between 12,000 and 27,000^{iv} new jobs will be generated, with the majority of these to be generated arising in the Brent Cross Growth Area where permission has been granted for up to 395,000 395,297 m² of offices which now forms part of Use Class E – Commercial, Business and Service Uses as well as other employment floorspace including new retail and main town centre uses.

4.5.2 The Barnet Employment Land Review (BELR), produced on the basis of the pre-2020 Use Classes Order, considered the Borough's supply of office and industrial space as well as the prospects for the office market and jobs growth. The BELR concluded that efforts should be focused on protecting employment land and estimated that Barnet required, in addition to the office space consented in the Brent Cross Growth Area, between another 67,000 m^{2v} and 106,000m² of new office space across. ~~This quantum is a maximum which should be met within Barnet's Major and District town centres as these are the most sustainable locations.~~

4.5.3 The Council is committed to maintaining and supporting that the Borough's a range of town centres are capable of serving a range of community needs at all times of the day and to ensuring their continued vitality and viability. This Local Plan should ensure the sustainable success of town centres

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		<p>and employment areas as thriving places where retailers and other businesses want to invest and to explore the scope for them to play an important part in addressing the causes and consequences of climate change. Changes to the Use Classes Order and the General Permitted Development Order in 2020 and 2021 together with proposals in the “Planning for the Future” White Paper, and the implications of Brexit, have changed this context. As part of the West London Alliance the Council is working on a new study to establish how much each of the uses covered by the new Use Class E may be needed over the period to 2036 and the key trends and drivers affecting this.</p> <p>4.5.4 The Council protects employment locations classified as Locally Significant Industrial Sites. In 2019 it implemented an Article 4 Direction to protect existing office accommodation (formerly B1a) and light industrial processes, research and development (formerly B1c) from permitted development conversion to residential. This <u>safeguarding of employment locations</u> has been diminished by the replacement in 2020 of Use Class B1 with Use E - Commercial, Business and Service Uses.</p> <p>4.5.5 Brent Cross <u>Growth Area</u> has outline consent from 2010 <u>2014</u> for <u>up to 115,000m²</u> 56,600m² 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 <u>up to 2036</u> for another 77,000 m² of (former Use Class A1 comparison floorspace) <u>up to 2036 together</u>. 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 m² 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, <u>and other uses appropriate for a town centre, such as community uses,</u> 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 <u>has</u> further changed the way we shop and interact with town centres as the focus of local commercial activity.</p> <p>4.5.5A. <u>It follows that the focus of the Plan as previously set out in Policy BSS01 is on directing main town centre uses to the appropriate locations to enhance the viability and vitality of Barnet’s Major and</u></p>
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		<p><u>District town centres through delivery of an appropriate mix of uses, and addressing any location-based requirements (including where necessary to support the delivery of allocations in the Plan - subject to, where relevant, the sequential and impact tests). Such an approach is more suitable than identification of a specific requirement for net additional floorspace in either Policy BSS01 or Policy GSS01 above that expected to be delivered by the existing planning permission in the Brent Cross Growth Area, when taking account of the significant ongoing changes to retail markets and formats, together with the increased flexibility for changes between main town centre uses that are now within Use Class E. As previously stated, the West London Alliance commissioned a Town Centres Study which provides an assessment of the ongoing implications of technological, economic and legislative changes for, amongst other things, retail demand in Barnet. The findings of the Town Centre Study will be taken into account as part of the early review of the Plan. As part of the West London Alliance the Council is working on a new study to establish how much additional retail provision may be needed over the period to 2036.</u></p> <p>4.5.6 The provision of higher education and research makes a major contribution to Barnet's local economy and is also a source of direct and indirect employment supporting local businesses and providing residents with employment. The Council and Middlesex University have the shared ambitions <u>for</u> of the campus at Hendon becoming to become a thriving high quality environment that enables the entire Borough to capitalise on the-its benefits through encouraging innovative and creative industries that strengthen Barnet's economy.</p> <p><u>4.8.4C Opportunities for Build to Rent are expected to come forward across the Borough over the lifetime of the Local Plan. Build to Rent can be particularly suited to higher density development within or on the edge of town centres or near transport nodes. The Council supports Build to Rent developments that meet the definition in the London Plan and expects such proposals to follow the approach set out in London Plan Policy H11. The Local Plan takes a positive approach to Build to Rent as a product that helps to widen housing choice and also contributes to faster build out rates. As part of the Council's plans for the Brent Cross Growth Area delivery of Build to Rent development is generally supported (see Policy GSS02). Opportunities for Build to Rent, on specific sites with large capacities, have been identified in the Schedule of Proposals (Annex 1) Build to Rent has been highlighted as an appropriate</u></p>
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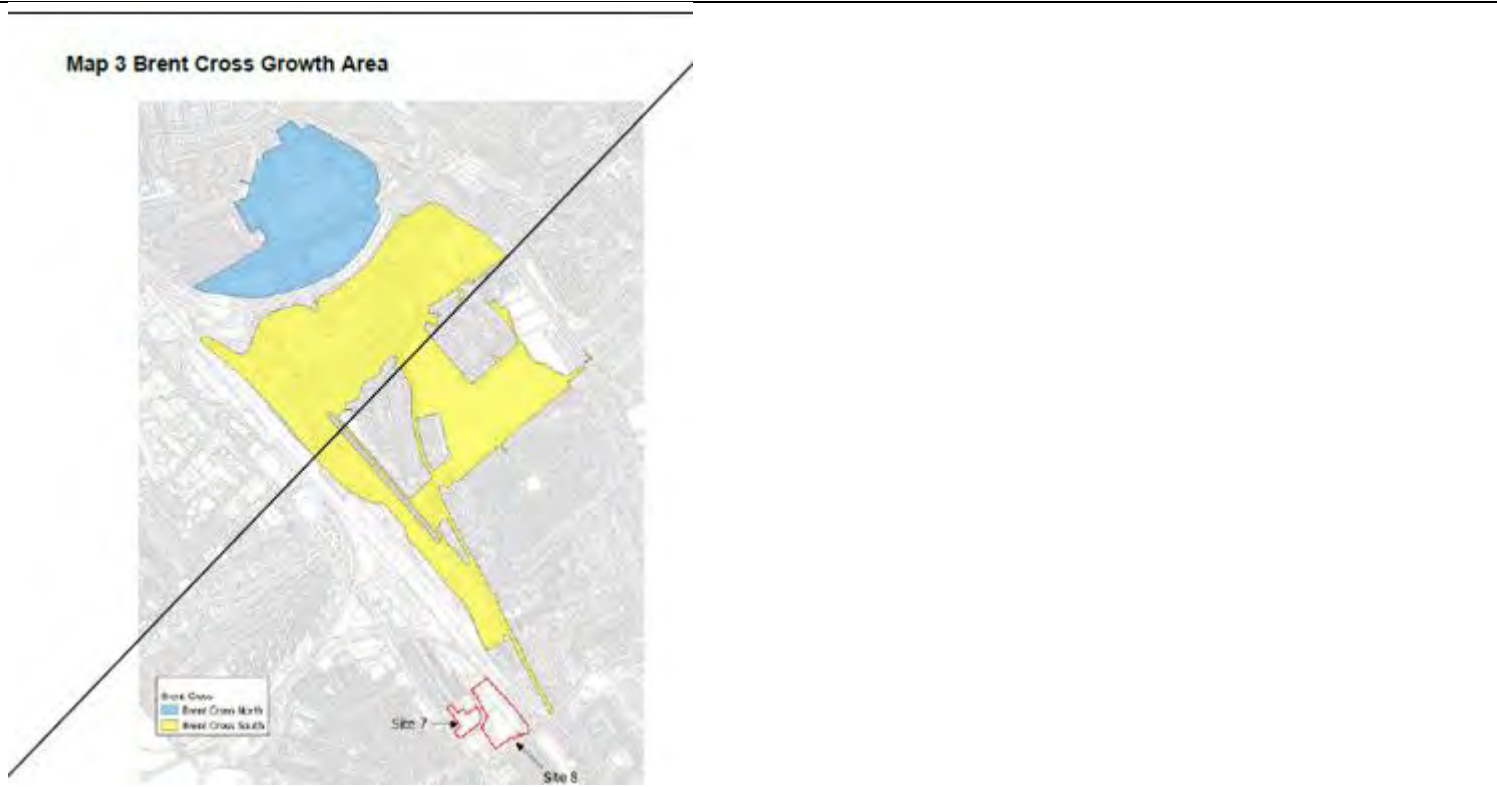
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		<p><u>use in its contribution to faster build out rates as well as widening housing choice. The Council will require contributions from Build to Rent proposals to affordable housing in accordance with London Plan Policy H11. This should be in the form of Discounted Market Rent units delivered at a genuinely affordable rent level, preferably London Living Rent. Such provision of affordable housing should be in perpetuity.</u></p> <p><u>4.8.4D The Self-build and Custom Housebuilding Act 2015 requires the Council to have regard to demand for Self Build when undertaking planning functions. The Council will support proposals that meet demand for Self-Build and Custom Housebuilding, including on small sites. Such proposals should make efficient use of land to meet identified need where it can be demonstrated that the residential density of the site has been optimised and other Local Plan policy requirements met. The Council will also support Neighbourhood Plans that consider (where there is unmet demand) identifying appropriate sites for self-build or custom-build.</u></p>
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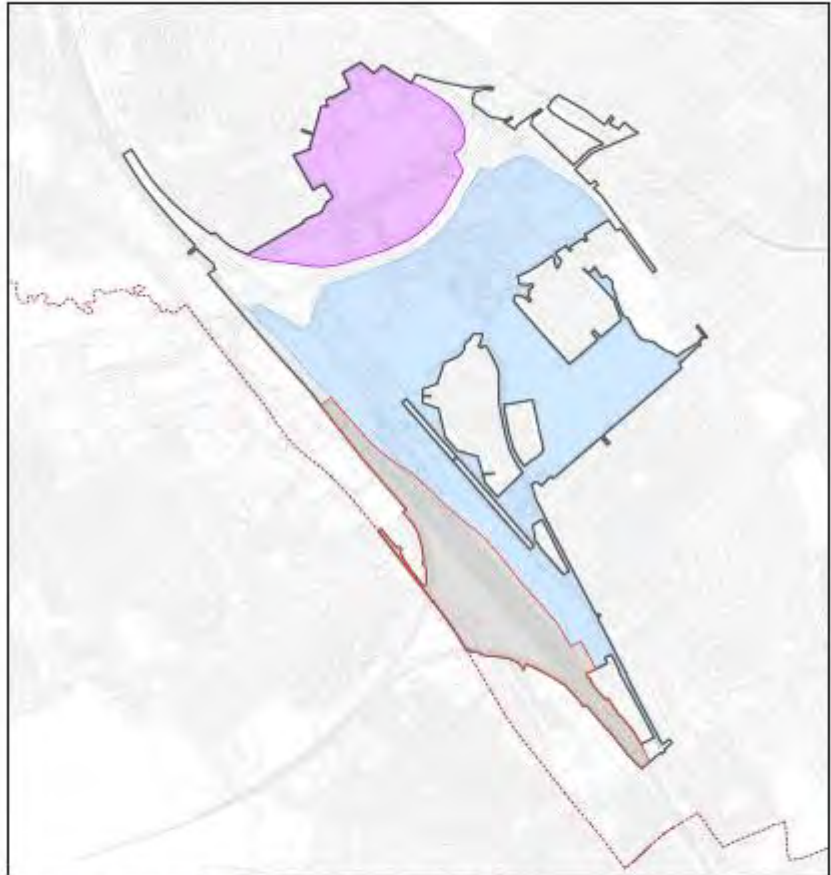
MM 14 Chapter 4 – Growth & Spatial Strategy

Chapter 4 – Growth & Spatial Strategy
Map 3 Brent Cross Growth Area

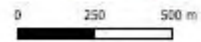


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Map 3 - Brent Cross Growth Area



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Scale 1 : 10,000

LEGEND

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

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MM 15	Chapter 4 – Growth & Spatial Strategy Policy GSS02 And consequential changes to supporting text Paras 4.9.2, 4.9.3, 4.9.4, 4.10.1 to 4.10.4, 4.14.8.	<p>POLICY GSS02 Brent Cross Growth Area</p> <p>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 <u>uses office quarter</u>, 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.</p> <p><u>The Council will support development proposals that contribute to the comprehensive regeneration of the Growth Area by optimising the use of land and site capacity through a design-led approach (London Plan Policy D3).</u></p> <p><u>A. Development Proposals</u></p> <p>Development proposals within the Growth Area <u>shall, insofar as they are relevant to the proposal must:</u></p> <ol style="list-style-type: none"> a) Demonstrate how they assist in achieving and not undermining comprehensive development of the area; b) Contribute towards the creation of a Metropolitan Town Centre; c) Support the provision of a minimum of 9,500 <u>7,420</u> new homes, <u>with provision for uplift through the design-led approach,</u> including a mix of tenures and types of housing <u>including Build to Rent;</u> d) Protect and where possible improve the amenities of existing and new residents; e) Create a high quality, safe and attractive environment accessible to all; f) 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; g) Provide sufficient community infrastructure, including new and expanded schools and primary healthcare capacity; h) <u>Contribute to ensure</u> the restoration and enhancement of the River Brent and its corridor to provide both public amenity and biodiversity benefits to the area <u>alongside providing</u>
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		<p>connections and to fully connect to the Welsh Harp (Brent Reservoir) and West Hendon Playing Fields.</p> <p>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.</p> <p><u>The Council will support</u> meanwhile uses for temporary periods will be permitted where it can be demonstrated that they support the comprehensive development of the area <u>and/or do not impede the implementation of the planned long term use of these sites.</u></p> <p>B. New Metropolitan Town Centre</p> <p>The new Metropolitan Town Centre, extending north and south of the <u>A406</u> 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.</p> <p>A <u>New commercial uses</u> quarter focussed around the new Brent Cross West rail station will provide <u>up to 395,297m²</u> 000m² of office development for over 20,000 new jobs. <u>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.</u></p> <p>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 <u>main town centre uses</u> 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. <u>Brent Cross North</u> will be connected to a new high street to the south via new pedestrian and vehicular bridges <u>enhanced connections</u> over the North Circular. Development at Brent Cross <u>North Shopping Centre</u> 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.</p>
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C. Transport Improvements

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

- a) ~~Prioritise~~ Prioritise Pedestrian and cycle routes throughout the new development and improvements to pedestrian and cycle connections and routes beyond the development area;
- b) ~~Ensure~~ Good access for disabled persons throughout the area with step-free access at Brent Cross Underground and Brent Cross West stations.
- c) A new rail station and public transport interchange at (Brent Cross West) on Thameslink line supported by a ~~public transport interchange~~;
- d) A ~~new~~ replacement or remodelled and improved bus station north of the North Circular Road (in Brent Cross North) as part of the expansion of Brent Cross Shopping Centre, with associated improvements to the local bus infrastructure;
- e) 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 National Highways England in relation to the M1 motorway, based on up to date mode share targets;
- f) 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; and
- g) 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. 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

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Brent Cross Growth Area in order to achieve comprehensive development, the Council will work with developers to negotiate planning obligations 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 the CIL Regulations 2010 (as amended) and/or any equivalent relevant legislation or regulations.

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.

D. Progress of Brent Cross Regeneration

The Local Plan sets out will establish a series of indicators to monitor progress on the regeneration of the Brent Cross Growth Area. These include It will set appropriate 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 is committed to an early review of the Local Plan. It will also review the 2005 Development Framework and introduce a new planning framework Supplementary Planning Document. Early review of the Local Plan together with the new SPD will help to provide more detailed guidance in respect of Local Plan policy for the Brent Cross Growth Area and development sites within.

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 The Council will seek to ensure that development and delivery within the Growth Area of these strategic areas is co-ordinated and that one area does not delay nor fetter another. ~~This entails that the development and delivery of these strategic areas is not delayed or fettered by the other.~~

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4.9 Brent Cross Cricklewood Opportunity Area Growth Area

4.9.2 The Brent Cross Cricklewood Opportunity Area covers 151 hectares, with proposals including a new commercial ~~uses quarter~~ and a Metropolitan Town Centre, incorporating and connected to Brent Cross Shopping Centre. The extensive Opportunity Area sits in close proximity to covers Brent Cross Growth Area as well as Growth Areas at Cricklewood Town Centre and Brent Cross West (Staples Corner) and is in close proximity to as well as the Staples Corner Growth Area in LB Brent.

4.9.3 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 will review the 2005 Cricklewood, Brent Cross and West Hendon Development Framework. It will introduce a new planning framework Supplementary Planning Document to provide more detailed advice and guidance on the implementation of policies in the Local Plan.

4.9.4 ~~Based on the 2005 Development Framework~~ Outline planning permission was 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 up to an additional 56,600m² 115,000m² of comparison-retail floorspace; 7,500 new homes including affordable homes; a new commercial quarter uses with a forecast of over 20,000 new jobs generated by up to 395,297m² of office space, 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 permission application made was approved making changes to the development around Brent Cross Shopping Centre and the phasing of the development. Since then,~~

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		<p>detailed designs have been approved through reserved matters for the first phases of housing, retail, new infrastructure, a new public park and public spaces.</p> <p><u>4.10 Comprehensive Development Brent Cross Growth Area</u></p> <p>4.10.1 The Council will <u>seeks</u> the comprehensive regeneration of the Brent Cross Growth Area <u>and will support development proposals that contribute to this by optimising the use of land and site capacity through a design-led approach (London Plan Policy D3).</u></p> <p>4.10.2 In general planning and regeneration terms, comprehensive development <u>refers to</u> reflects an area that is planned to ensure the development of strategic sites <u>which</u> is undertaken in a coordinated way, with the goal of improving and regenerating the area <u>as a whole</u>. It is usually applied to large <u>and/or</u> complex developments which are delivered over many years and which require land to be assembled to enable the development to be delivered, either by the <u>p</u>Public <u>s</u>ector, other agencies or D<u>d</u>evelopers.</p> <p>4.10.3 The regeneration of the Brent Cross Growth Area is being delivered in three <u>principal</u> parts: Brent Cross North, Brent Cross Town, and Brent Cross West (Thameslink) <u>as shown in Map 3</u>. These three areas are in <u>different multiple</u> land ownerships and are being delivered separately by the Council and different development partners. Therefore, the Council will seek to ensure that development and delivery of these strategic areas is co-ordinated to ensure that comprehensive development is delivered. This entails that the development and delivery of these strategic areas is not delayed or fettered by <u>one of the others</u> but at the same time development proposals must demonstrate how they fit with the overall vision for the Brent Cross Growth Area and assist with achieving the delivery of the comprehensive whole.</p> <p>4.10.4 Brent Cross North and South Brent Cross Town within the Brent Cross Growth Areas are as shown in Map 3. Brent Cross West is illustrated by Map 3A.</p> <p>4.14 Sequence of Delivery within the Brent Cross Growth Area</p> <p>4.14.8 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</p>
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		<p>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 <u>as well as residential</u>, to support the creation of a new Metropolitan town centre at Brent Cross Town.</p>
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MM 16	<p>Chapter 4 – Growth & Spatial Strategy</p> <p>Policy GSS03 And consequential changes to supporting text Paras 4.16.1, 4.16.2, 4.16.4, 4.16.5, 4.16.6 & 4.16.8</p>	<div style="border: 2px solid #008080; padding: 10px;"> <p>POLICY GSS03 Brent Cross West (<u>Staples Corner</u>) Growth Area</p> <p>To deliver growth and regeneration at Brent Cross West (<u>Staples Corner</u>), the Council will support proposals which optimise <u>the use of land and site capacity through a design-led approach (London Plan Policy D3) density, that provides</u> infrastructure and jobs, while improving the amenity of the area.</p> <p>Residential development should be directed towards the area around the new Brent Cross West station and away from the major road infrastructure, particularly the North Circular Road. Light industrial and commercial developments can be used as a buffer against noise pollution from major road infrastructure.</p> <p>The Council will seek to prepare a more detailed planning framework for this area, such as through a Supplementary Planning Document, potentially through joint working with LB Brent.</p> <p><u>A. Level of Development</u></p> <p>The Council will seek the following level of development:</p> <p>a) <u>Approximately 1,800 new homes, with provision for uplift through the design-led approach with the potential to increase further and associated development opportunities dependent upon delivery of the West London Orbital (WLO);</u></p> </div>
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b) Retain existing levels of employment and pursue opportunities for new jobs including innovative typologies that deliver light industrial uses and employment floorspace alongside appropriate new residential uses that meets the requirements of London Plan Policy E7;

c) Appropriate location-based provision levels of floorspace for community, retail and ~~commercial~~ other main town centre uses including offices that are proportionate to supporting proposed housing growth and subject to impact assessment of applications for retail and leisure development (where required by Policy TOW01) to ensure no unacceptable impact upon the vitality and viability of nearby town centres.

~~The Council will support development proposals that facilitate access to and delivery of the West London Orbital.~~

B. Waste Management Facility

Brent Cross West (Staples Corner) Growth Area is the location for a new waste management facility to replace the existing Hendon Waste Transfer Station operated on behalf of the North London Waste Authority

C. Development Proposals and Infrastructure Requirements

Development proposals (in accordance with NPPF and CIL Regulations and/or any equivalent relevant legislation or regulations) will be required through detailed design, planning conditions and/ or contributions secured through planning obligations / legal agreements to deliver or contribute to will need to bring forward the following infrastructure through detailed design, planning conditions and/ or contributions secured through Section 106 agreements:

- a) A comprehensive scheme for the improvement of the junction between the A5/Edgware Road and A406/North Circular supported by Transport for London in relation to the ~~TLRN~~ Transport for London Road Network (TLRN);
- b) New and improved pedestrian and cycle routes to the new Brent Cross West Station including from the Edgware Road and along Geron Way;

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- c) Facilities for public transport interchange outside the new Brent Cross West Station on Geron Way with associated improvements to the local bus infrastructure; and
- d) New public square at Brent Cross West Station and improved public realm along the A5 Edgware Road.

The Council will support development proposals that facilitate access to and delivery of the WLO. Contributions may be sought from developments in the Growth Area towards delivery of the WLO.

D. New Planning Framework

The Council will seek to prepare a more detailed planning framework for this area, such as through a Supplementary Planning Document, potentially through joint working with LB Brent. This planning framework will help to provide more detailed guidance for the Brent Cross (Staples Corner) Growth Area and the development sites within.

4.16 Brent Cross West (Staples Corner) Growth Area

4.16.1 The location of the Brent Cross West (Staples Corner) area adjacent to the ~~planned new station~~ on Thameslink station is an opportunity for renewal to provide intensification and an improved mix of uses, including residential. The scale of the opportunity and its emerging connectivity support Brent Cross West (Staples Corner) as a Growth Area.

4.16.2 As illustrated by Map 3A Brent Cross West (Staples Corner) lies along the western boundary of the Borough and consists of large-scale retail sheds and associated car parking which are located between the A5 Edgware Road and the Midland Main Line / Thameslink railway.

4.16.4 The new Thameslink station at Brent Cross West will transform public transport accessibility to Staples Corner and open up the potential for regeneration and intensification along this corridor, including residential development on appropriate sites. Given the existing uses in the area and the physical environment, there are opportunities for development typologies that deliver a mixture of new

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		<p>light industrial and employment floorspace to the north of Staples Corner. The potential for co-location with residential development will be considered where the environmental conditions are appropriate. There is much potential for a beneficial interrelationship between Brent Cross West and the wider Brent Cross (<u>Staples Corner</u>) Growth Area, and opportunities for connectivity between the two should be maximised.</p> <p>4.16.5 The planned West London Orbital route that will pass through this location with a station stop proposed at Brent Cross West, will further increase connectivity and PTAL values to support additional growth. <u>Contributions (in accordance with NPPF and CIL Regulations and/or any equivalent relevant legislation or regulations) may be sought from developments in the Growth Area towards delivery of the WLO.</u></p> <p>4.16.6 <u>Development proposals will be required through detailed design, planning conditions and/ or contributions secured through planning obligations / legal agreements to deliver or contribute to identified infrastructure including junction improvement between the A5/Edgware Road and A406/North Circular, pedestrian and cycle routes to the new Brent Cross West Station, facilities for public transport interchange outside the new station with associated improvements to local bus infrastructure and a new public square, and improved public realm along the A5 Edgware Road.</u> Development sites around the new Brent Cross West station will be expected to provide new public open space alongside new public transport interchange facilities and new pedestrian and cycling connections to the station and to support connectivity and accessibility. Geron Way will need to be widened and upgraded to accommodate new and extended bus services to the new interchange and Brent Cross West as well as access to the future West London Orbital station.</p>
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MM 17	Chapter 4 – Growth & Spatial Strategy Map 3A - Brent Cross West (Staples Corner) Growth Area	<p data-bbox="309 261 734 284">Map 3A - Brent Cross West Growth Area</p> 
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Map 3A - Brent Cross West (Staples Corner) Growth Area



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- LEGEND**
- Growth Area
 - Site Allocations
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MM 18	Chapter 4 – Growth & Spatial Strategy Policy GSS04 And consequential changes to supporting text Paras 4.17.3, 4.17.4 & 4.17.6	<p>POLICY GSS04 Cricklewood Growth Area</p> <p>Cricklewood <u>District Town Centre</u> is a location which the Council has prioritised for improving its offer to enable a diverse and thriving town centre. The Cricklewood Growth Area provides an opportunity for regeneration and intensification, supported by high existing PTALs and planned future transport infrastructure improvements, along with the availability of substantial under-used sites. The impact of the COVID19 pandemic means that developments should be aligned with the Council's Covid-19 Recovery Programme. The Council will support planning proposals that optimise residential density on suitable sites while delivering improvements to the amenity of the area and overall offer of the town centre. <u>To deliver growth and regeneration at Cricklewood the Council will support proposals which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3), provide infrastructure and jobs, while improving the amenity of the area and the overall offer of the town centre.</u></p> <p><u>A. Level of Development</u></p> <p>To deliver growth and regeneration at Cricklewood, the Council will seek the following from development across the Growth Area:</p> <ol style="list-style-type: none"> a) <u>Approximately 1,400-1,360 new homes, with provision for uplift through the design-led approach, with the and associated development opportunities dependent upon delivery of the West London Orbital (WLO);</u> b) Increase levels of workspace and pursue opportunities for new jobs; <u>and</u> c) Appropriate <u>location- based floorspace for community, retail and other main town centre uses including offices commercial-uses that are proportionate to supporting proposed housing growth and the vitality and viability of Cricklewood District Centre.</u> <p><u>B. Development Proposals and Infrastructure Requirements</u></p> <p>The Council will support development proposals that facilitate access to and delivery of the West London Orbital (WLO). <u>Contributions may be sought from developments in the Growth Area towards delivery of the WLO. Development proposals (in accordance with NPPF and CIL Regulations and/or any equivalent legislation or regulations) will be required through detailed</u></p>
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		<p><u>design, planning conditions and/ or contributions secured through planning obligations / legal agreements to deliver or contribute to the following infrastructure:</u></p> <ul style="list-style-type: none"> a) <u>new/improved active travel routes to Cricklewood station;</u> b) <u>improved interchange, onward travel facilities at Cricklewood station;</u> c) <u>public realm outside Cricklewood station; and</u> d) <u>deliver improvements to streets for pedestrians and cyclists in line with the Healthy Streets Approach.</u> <p><u>C. New Planning Framework</u></p> <p>The Council will seek to prepare a more detailed planning framework for this area, such as through an Area Action Plan or Supplementary Planning Document, potentially through working with LB Brent and LB Camden. <u>This planning framework will help to provide more detailed guidance for the Cricklewood Growth Area and the development sites within.</u></p>
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4.17 Cricklewood Growth Area

4.17.3 Trends in economic activity towards online shopping has led to Cricklewood experiencing a decline of high-street retailers, in common with many other town centres. Cricklewood will need to respond with a more flexible approach ~~to town centre uses~~ with provision of appropriate floorspace for community, retail and other main town centre uses including offices that is proportionate to supporting proposed housing growth and Cricklewood's vitality and viability.

4.17.4 Map 3B shows the area around Cricklewood Town Centre that has been identified as a Growth Area. Cricklewood is one of Barnet's ~~main-most important-District~~ town centres, a location prioritised for improving its offer due to its larger scale and economic gravity, in particular as employment hubs for small to medium businesses in comparison to other Barnet town centres. Whilst Cricklewood Broadway retains high quality historic frontages and vibrant town centre functions, there is unused and underused land between the Broadway and Cricklewood station to the east. This includes the Broadway Retail Park a site of extensive car parking and low-rise buildings ~~–but which has~~ with excellent public transport links from Cricklewood Station and bus routes along the A5 - has considerable potential for intensification. Map 3B highlights proposals sites in the Cricklewood Growth Area, further details of which are set out in Annex 1 - Schedule of Proposals.

4.17.6 To deliver growth and regeneration at Cricklewood the Council will support proposals which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3). This should include taking account of the relationship with the nearby Railway Terraces Conservation Area and ensuring accordance with Policy CDH08. The West London Orbital line has the potential to further increase capacity at Cricklewood. The Council will work with LB Brent and LB Camden in developing a more detailed planning framework for Cricklewood. This planning framework will help to provide more detailed advice and guidance in respect of Local Plan policy for the Cricklewood Growth Area and development sites within.

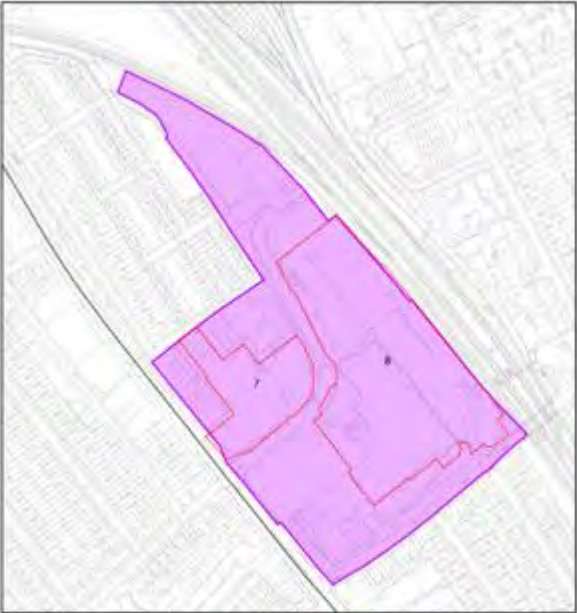
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MM 19 Chapter 4 – Growth & Spatial Strategy
 Map 3B
 Cricklewood Growth Area

Map 3B Cricklewood Growth Area



Map 3B - Cricklewood Growth Area



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Scale 1 : 2,000

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MM 20	<p>Chapter 4 – Growth & Spatial Strategy</p> <p>Policy GSS05 And consequential changes to supporting text</p> <p>Para 4.18.1, 4.18.4 & 4.18.9A</p>	<p>POLICY GSS05 Edgware Growth Area</p> <p>Edgware Town Centre is identified as an opportunity for regeneration and intensification, supported by high existing PTALs reflecting its potential to become an Integrated Transport Hub.The Town Centre can be used far more effectively to support growth and enable the recovery from the Covid-19 pandemic. The Council will support planning proposals that optimise residential density on suitable sites while delivering improvements to the amenity of the area. <u>To deliver growth and regeneration at Edgware Growth Area, the Council will support proposals which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3), provide infrastructure and jobs, while improving the amenity of the area and the overall offer of the town centre.</u></p> <p><u>A. Level of Development</u></p> <p>To deliver growth and regeneration at Edgware Town Centre, the Council will seek the following from development proposals:</p> <ol style="list-style-type: none"> <u>Approximately 5,000 4,740</u> new homes, <u>with provision for uplift through the design-led approach</u> Improved leisure options such as a new cinema, swimming pool and new eating-out options; Appropriate <u>location- based floorspace for community, retail and office uses; other main town centre uses including offices that are proportionate to supporting proposed housing growth and the vitality and viability of Edgware Major Town Centre.</u>Improved public realm, including new public spaces; Transformation of the relationship between the rail and bus stations and the wider town centre to improve the pedestrian <u>experience for pedestrians and cyclists</u> and reduce congestion; Retain existing levels of employment and pursue opportunities for new jobs. <p><u>B. Development Proposals and Infrastructure Requirements</u></p> <p><u>Development proposals (in accordance with NPPF and CIL Regulations and/or any equivalent relevant legislation or regulations) will be required through detailed design, planning conditions and/</u></p>
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or contributions secured through planning obligations / legal agreements to deliver or contribute to the following infrastructure :

- a) Improved flood risk resilience for the Growth Area and surrounding communities with provision of flood risk infrastructure and restored rivers;
- b) Interchange improvements. Bus operations and the function of the bus station must be protected or re-provided as part of any redevelopment. London Underground infrastructure and operations must also be maintained, and
- c) Deliver improvements to streets and the public realm, including new public spaces, additional town centre cycle parking and station cycle parking, in line with the Healthy Streets Approach.

C. Planning Framework

The Council has prepared a more detailed planning framework Supplementary Planning Document for this area, working in conjunction with LB Harrow. This planning framework will help to provide more detailed guidance for the Edgware Growth Area and the development sites within.

4.18 Edgware Growth Area

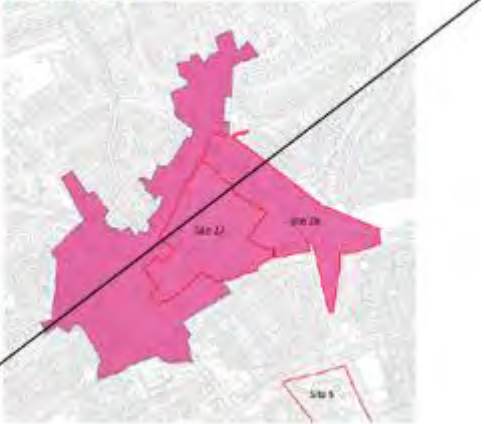
4.18.1 Edgware has evolved from a small market town into a major town centre and has become a well-known suburban hub of North London. The centre is situated in the north-west corner of Barnet and with extends into a small part extending into of Harrow. Edgware has a long and proud history. The town centre is popular, diverse and valued, providing extensive shopping, cafes, restaurants and services for communities in both boroughs and beyond.

4.18.4 Edgware is identified in the London Plan town centres hierarchy as Barnet's only Major Centre and is also highlighted in the Growth Strategy as ~~one of Barnet's main town centres~~, a location prioritised for improving its offer due to its larger scale and economic gravity, in particular as employment hubs for small to medium businesses in comparison to other Barnet town centres. To deliver growth and regeneration in Edgware Town Centre, the Council will support proposals which optimise the use of land

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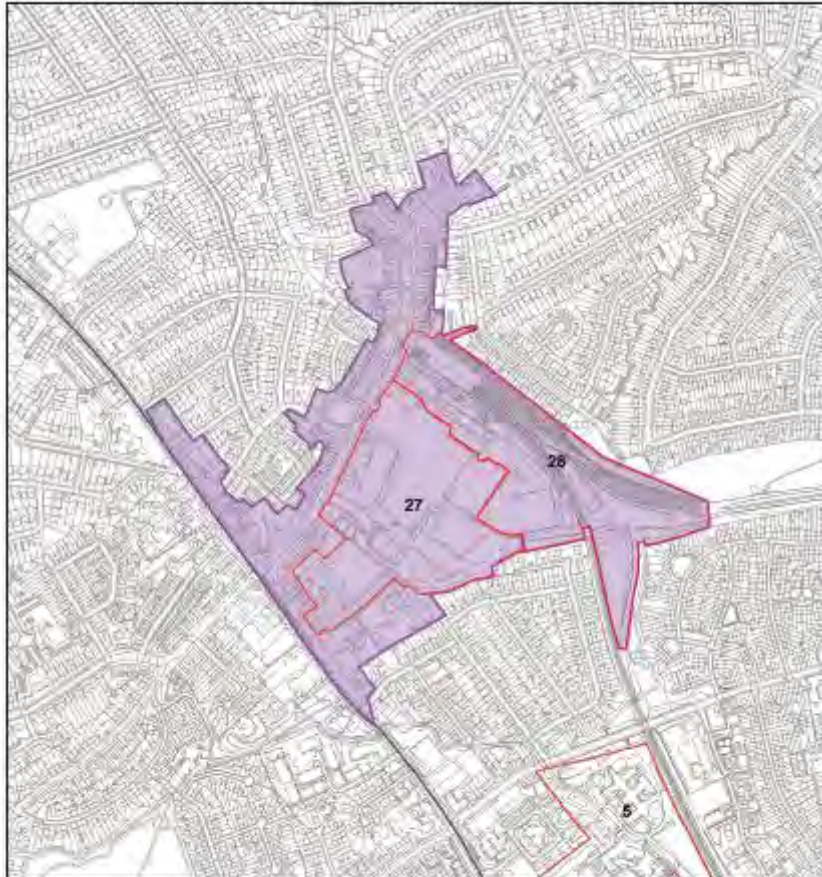
		<p><u>and site capacity through a design-led approach (London Plan Policy D3). This should include taking account of the relationship with the settings of the Grade II listed Railway Hotel and the Watling Estate Conservation Area, together with the Canons Park Conservation Area and the Edgware High Street Conservation Area (both located within neighbouring LB Harrow), to ensure accordance with Policy CDH08.</u></p> <p><u>4.18.9A Edgware Town Centre is in effect surrounded by floodplains particularly on the eastern and southern boundaries by the Edgwarebury Brook, Deans Brook and Edgware Brook flowing into the Silk Stream. There are also two confluences with the Edgwarebury Brook and Deans Brook joining south of Brook Avenue and the Edgware Brook meeting the Deans Brook south of Deansbrook Road. Given these key features development proposals should aim to achieve a reduction in flood risk from all sources, river restoration and enhancement and the improvement of or planning contributions towards strategic flood infrastructure where necessary.</u></p> <p><u>4.18.12 In order for Edgware to become an integrated transport hub, bus operations and the function of the bus station must be protected or re-provided as part of any redevelopment. London Underground infrastructure and operations must also be maintained.</u> While the public transport linkages are good, the bus and rail stations integration with the town centre and surrounding areas could be improved. The bus access in particular conflicts with pedestrians. The public realm is generally poor, being crowded, clustered and noisy. There is very limited public outdoor space for sitting or socialising. <u>There is a need to transform the relationship between the rail and bus stations and the wider town centre to improve the experience for pedestrians and cyclists and reduce congestion in line with the Healthy Streets Approach.</u></p>
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MM 21	Chapter 4 – Growth & Spatial Strategy Map 3C - Edgware Growth Area	<p data-bbox="302 260 593 284">Map 3C - Edgware Growth Area</p> 
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Map 3C - Edgware Growth Area



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LEGEND

-  Growth Area
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MM 22	Chapter 4 – Growth & Spatial Strategy Policy GSS06 And consequential changes to supporting text Paras 4.19.2, 4.19.3, 4.19.4, 4.19.5A, 4.19.8 & 4.19.10	<p>POLICY GSS06 Colindale Growth Area</p> <p>The Colindale Growth Area provides the opportunity to create a more sustainable place that actively demonstrates a Healthy Streets Approach where cycling, walking and public transport are the preferred mode of travel <u>where the Council will support proposals which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3), while improving the amenity of the area and actively demonstrating a Healthy Streets Approach where cycling, walking and public transport are the preferred mode of travel.</u></p> <p><u>A. Level of Development</u></p> <p>The Growth Area has capacity to deliver <u>the following:</u></p> <ul style="list-style-type: none"> a) <u>Approximately 4,100 5,190</u> new homes between 2021 and 2036 <u>with provision for uplift through the design-led approach.</u> This includes development at Colindale Gardens, Colindale Underground Station and Public Health England (N<u>new homes at the Grahame Park Estate and Douglas Bader Estate are considered in Policy GSS10</u>); b) <u>A new Local Centre at Colindale Gardens including appropriate location- based floorspace for community, retail and other main town centre uses including offices that are proportionate to supporting proposed housing growth and subject to impact assessment of applications for retail and leisure development (where required by Policy TOW01) to ensure no unacceptable impact upon the vitality and viability of nearby town centres;</u> c) <u>Development up to 2036 focussed at the following locations:</u> <ul style="list-style-type: none"> i. <u>Reconstruction and upgrading of Colindale Underground Station to increase its capacity and provide a step-free access station, along with additional cycle parking and facilitating the residential-led redevelopment of adjacent land owned by TfL and others;</u> ii. <u>Grahame Park Estate (in accordance with Policy GSS10);</u>
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		<p>iii. <u>Colindale Gardens where new homes will be accompanied by a new primary school, a new children's nursery, a new park, and a new primary health care facility;</u></p> <p>iv. <u>Public Health England (proposal site 13) where residential led development will re-integrate this site back into Colindale and reconnect the area with the Silk Stream, with enhancements for biodiversity complementing the riverside location;</u></p> <p>v. <u>Middlesex University's Platt Hall be redeveloped in a manner which is sympathetic to the context and character of the Grade II Listed Writtle House, to provide an uplift in the number of student units on the site.</u></p> <p>d) <u>The Council will support proposals for redevelopment of other previously developed land in the Colindale Growth Area that has the potential to optimise the delivery of new homes and/or job opportunities in accordance with the design-led approach in the London Plan; and</u></p> <p>e) <u>The Colindale Growth Area should help to support and link to the nearby District Town Centres of Colindale -The Hyde and Burnt Oak, enhancing their character and amenity, in coordination with LB of Brent.</u></p> <p><u>B. Development Proposals and Infrastructure Requirements</u> <u>Development proposals (in accordance with NPPF and CIL Regulations and/or any equivalent relevant legislation or regulations) will be required through detailed design, planning conditions and/or contributions secured through planning obligations / legal agreements to deliver or contribute to the following infrastructure :</u> In addition to new homes delivery the Council expects the following to be delivered:</p> <p>a) New Local Centre at Colindale Gardens including nursery provision and health care facilities</p> <p>b) A new Colindale Underground Station <u>ticket hall building</u> with step-free access <u>to the platforms</u> and sufficient gate-capacity for the growing population in the area. All development within 1km of Colindale Underground station will be expected to contribute towards station improvements, including step-free access and capacity enhancement, and provision of additional cycle parking;</p>
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		<p>c) Improvements to open spaces <u>and the Silkstream main river</u> which enhances the amenity, biodiversity and makes provision for play space, including at Colindale, Montrose, Rushgrove and Silkstream Parks;</p> <p>d) <u>Provision of strategic flood risk infrastructure including contributions to fluvial flood risk schemes and measures to alleviate surface water flooding to ensure the Growth Area's resilience to the risks of flooding and climate change;</u></p> <p>e) Improvements to key junctions and roads, including pedestrian and cycle linkages, together with an improved public realm, along Colindale Avenue to Edgware Road;</p> <p>f) New development in Colindale should deliver improvements to streets and the public realm in line with the Healthy Streets Approach;</p> <p>g) Ongoing improvements to bus services, focusing on east west linkages with new development required to contribute towards supporting bus infrastructure including stations, garages, bus stands and lanes as well as bus priority improvements at junctions and service frequency improvements;</p> <p>h) Provide <u>Provision of a new pedestrian and cycle route under the Northern Line to link Colindale Gardens to Colindeep Lane;</u></p> <p>i) Improving access between Colindale Park and Rushgrove Park by utilising land between Northern Line and the Silkstream for a new pedestrian and cycle route within a new open space, <u>ensuring that proposals for access improvements minimise impacts on and provide net gains for biodiversity (in accordance with Policy ECC06);</u></p> <p>j) Development proposals to provide new community facilities and create a sense of place;</p> <p>k) Renewal and upgrade of primary school and secondary school at Grahame Park; and</p> <p>l) Control on-street parking through implementation of a new Controlled Parking Zone (CPZ) across the majority of the Colindale Growth Area.</p> <p>Colindale development up to 2036 will be focussed at the following locations:</p> <p>i. Land at Colindale Underground Station will be redeveloped to provide a new, higher capacity a step-free access station, that incorporates cycle parking;</p> <p>ii. The Grahame Park Estate will be renewed and much better integrated with surrounding areas, delivering 2,760 new homes providing wider choice of housing type and tenure;</p>
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- iii. ~~Colindale Gardens where new homes will be accompanied by a new primary school, a new children's nursery, a new park, and a new primary health care facility;~~
- iv. ~~The Public Health England site where residential led development will re-integrate this site back into Colindale and reconnect the area with the Silk Stream,~~
- v. ~~Middlesex University's Platt Hall be redeveloped in a manner which is sympathetic to the context and character of the Grade II Listed Writtle House, to provide an uplift in the number of student units on the site.~~

~~The Colindale Growth Area should help to support and link to the nearby Town Centres of Colindale The Hyde and Burnt Oak, enhancing their character and amenity, in coordination with LB of Brent.~~

4.19 Colindale Growth Area

4.19.2 The Colindale Growth Area as shown in Map 3D covers 200 hectares and is identified as an Opportunity Area in the London Plan. The boundary of the Colindale Growth Area is the same as that of the Colindale- Burnt Oak Opportunity Area. The 2010 Area Action Plan defined the boundary of the Colindale Opportunity Area. The Area Action Plan 2010 highlighted potential for a total of over 10,000 new homes, of which 4,000 have already been delivered, making Colindale the largest contributor to housing and affordable housing in the Borough and one of the biggest in North London.

4.19.3 ~~Colindale continues to deliver new homes with a development pipeline of over 6,000 units, 4,100 of which are within the Plan Period.~~ Colindale is the largest contributor to housing and affordable housing in the Borough and one of the biggest in North London. The scale of regeneration in Colindale the area means that design led housing delivery must be accompanied by investment in transport, education, health, leisure, open spaces, green corridors and new employment opportunities. To deliver growth and regeneration in the Colindale Growth Area, the Council will support proposals which optimise

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		<p><u>the use of land and site capacity through a design-led approach (London Plan Policy D3). This should include where relevant taking account of the relationship with the settings of listed buildings and the Watling Estate Conservation Area, together with the Roe Green Village Conservation Area and the Buck Lane Conservation Area (both located within the neighbouring London Borough of Brent), to ensure accordance with Policy CDH08.</u></p> <p>4.19.4 Transport and movement are vital to the sustainable development of Colindale and developments should:</p> <ul style="list-style-type: none"> • Deliver improvements to support the Mayor’s Healthy Streets Approach of a modal shift away from the private motor vehicle to more sustainable modes such as public transport, cycling and walking; • For all developments within 1km distance of Colindale station to contribute towards station improvements, potentially including but not limited to delivery of <u>new ticket hall building, step-free access to the platforms</u> and capacity enhancement, and provision of additional cycle parking; • Contribute towards bus priority improvements at junctions, provision of bus lanes along bus corridors, service frequency improvements, and/or supporting infrastructure including bus stations, bus garages and/or bus stands. <p><u>4.19.5A Parts of Colindale are at risk of flooding from the Silk Stream and also surface water flood risk. Both Grahame Park and Sunnyhill Park are Critical Drainage Areas. Colindale receives a level of protection from flood storage areas created by the Silk Stream Flood Alleviation Scheme (FAS). The Environment Agency is working to improve flood risk protection in Colindale and Rushgrove Park through a new Silk Stream FAS. This is likely to require partnership funding contributions to be viable.</u></p>
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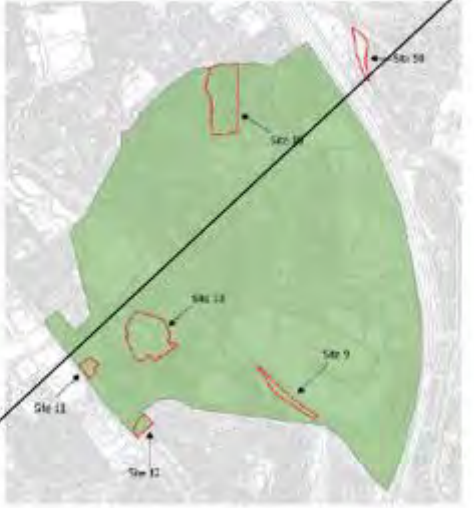
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		<p>4.19.8 Colindale’s future growth is focused on the following key areas:</p> <ul style="list-style-type: none"> • Colindale Underground Station – renewal of the station <u>with new ticket hall building with step-free access to the platforms, sufficient gate-capacity and additional cycle parking for the growing population in the area. Together with</u> and-intensification to take advantage of the high PTAL, <u>facilitating the residential-led redevelopment of adjacent land owned by TfL and others;</u> • Grahame Park – large-scale regeneration of the Estate; • Colindale Gardens – <u>redevelopment of previously developed land</u> made available from <u>released by consolidating the Metropolitan Police training centre (Peel Centre) with delivery of new Local Centre with floorspace for new main town centre uses that are proportionate to supporting proposed housing growth and subject to no unacceptable impact upon the vitality and viability of nearby town centres;</u> • Redevelopment of student housing at Platt Hall that is sympathetic to the context and character of the Grade II Listed Writtle House; • Redevelopment of the Public Health England (PHE) site (Proposal No. 13) on Colindale Avenue is expected to come forward with the relocation of PHE to Harlow in 2025. <u>This provides an opportunity where residential led development will re-integrate this site back into Colindale and reconnect the area with the Silk Stream, with enhancements for biodiversity complimenting the riverside location.</u> <p>4.19.10 An policy existing <u>planning</u> framework for Colindale has been established through the following planning documents:</p> <ul style="list-style-type: none"> • Colindale AAP (2010) <u>Unimplemented allocations in the AAP remain part of the Local Plan Schedule of Proposals;</u> • Grahame Park SPD (2016); <u>and</u> • Colindale Station SPD (2019).
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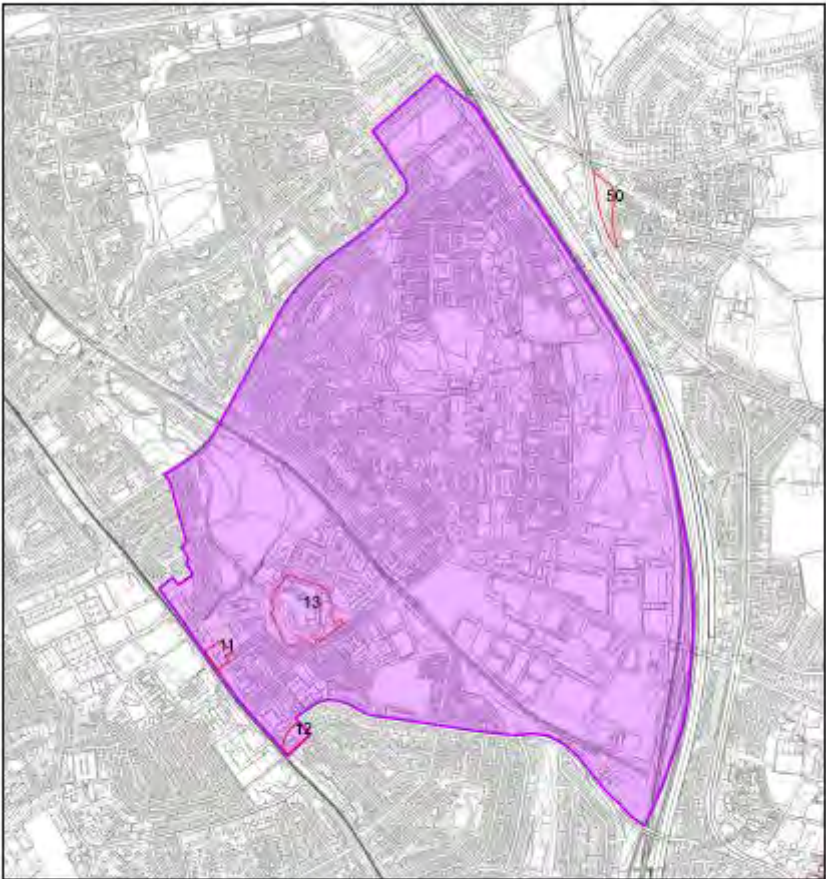
		<ul style="list-style-type: none">• <u>These documents should be used with regard to Local Plan policy for the Colindale Growth Area.</u>
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MM 23	Chapter 4 – Growth & Spatial Strategy Map 3D - Colindale Growth Area	<p data-bbox="302 252 600 276">Map 3D - Colindale Growth Area</p>  <p>The map displays a green-shaded area representing the Colindale Growth Area. A diagonal line runs from the bottom-left to the top-right. Several sites are marked with red outlines and labels: Site 11 (bottom-left), Site 12 (bottom-center), Site 13 (center), Site 14 (top-center), and Site 15 (top-right). A red arrow points to Site 15.</p>
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Map 3D - Colindale Growth Area



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- LEGEND**
- Growth Area
 - Site Allocations
 - London Borough of Barnet Boundary

Scale 1 : 10,000

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MM 24	Chapter 4 – Growth & Spatial Strategy Policy GSS07 And consequential changes to supporting text Paras 4.20.3 to 4.20.6	<p data-bbox="315 293 723 325">Policy GSS07 Mill Hill East</p> <p data-bbox="315 368 1688 584">Millbrook Park is making progress as an example of good suburban growth. The Council will positively consider proposals on suitable sites which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3) and deliver good suburban growth in Mill Hill East. The implementation of the 2011 planning consent following the adoption of the Mill Hill Area Action Plan in 2009 has already delivered 737 new homes, with the expectation of a further 1,529 units to be completed.</p> <p data-bbox="315 627 692 659"><u>A. Level of Development</u></p> <p data-bbox="315 702 1715 842">Within the wider area around Mill Hill East <u>area</u> there is capacity to deliver approximately 1,500 <u>2,280 additional new homes with provision for uplift through the design-led approach. This includes development at Mill Hill East Station, Watchtower House and Kingdom Hall, IBSA House and Millbrook Park.</u></p> <p data-bbox="315 885 1659 991">The Council will positively consider proposals on suitable sites to deliver further good suburban growth, including at Mill Hill East Station, Watchtower House and IBSA House, which together could deliver around 547 new homes.</p> <p data-bbox="315 1034 723 1066"><u>B. Development Proposals</u></p> <p data-bbox="315 1070 1648 1251">Proposals within Mill Hill East must be supported by a Transport Assessment (<u>TA</u>) setting out public transport improvements and demonstrating how sustainable transport options will be provided. <u>The TA must take into account the cumulative impacts arising from other committed development (i.e. development that is consented or allocated and where there is a reasonable degree of certainty it will proceed within the next 3 years).</u></p>
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		Development proposals must demonstrate careful consideration of any impacts on the Mill Hill Conservation Area and Green Belt designations <u>in accordance with national policy and Local Plan policies CDH08 and ECC05.</u>
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4.20 Mill Hill East

4.20.3 The 40 hectares of former RAF barracks and a former Council depot has been transformed to become a high-quality sustainable development. The planning consent in 2011 provides 2,240 new homes, a new 3-form entry primary school, local shops, a district energy centre and six hectares of parks and open spaces. Within the context of a green suburban location it is providing new homes and business opportunities with high quality community facilities, transport and access to open space. ~~and provides an example of good suburban growth.~~ Millbrook Park is making progress as an example of good suburban growth. ~~Significant progress has been achieved at Mill Hill East,~~ with delivery of 737 new homes, a new primary school, new public spaces, improved road junctions, and an extended bus route.

4.20.4 A planning framework for Mill Hill East was established with the Area Action Plan (AAP) adopted in 2009. The AAP should be used with regard to Local Plan policy for the Mill Hill East Area. Along with development at the former National Institute of Medical Research (NIMR) other development opportunities have emerged around Mill Hill East including Watchtower House and Kingdom Hall , IBSA House and Mill Hill East station. These three sites are identified in the Schedule of Proposals at Annex 1. Development proposals must demonstrate careful consideration of any impacts on the Mill Hill Conservation Area and Green Belt in accordance with national policy and Local Plan policies CDH08 and ECC05.

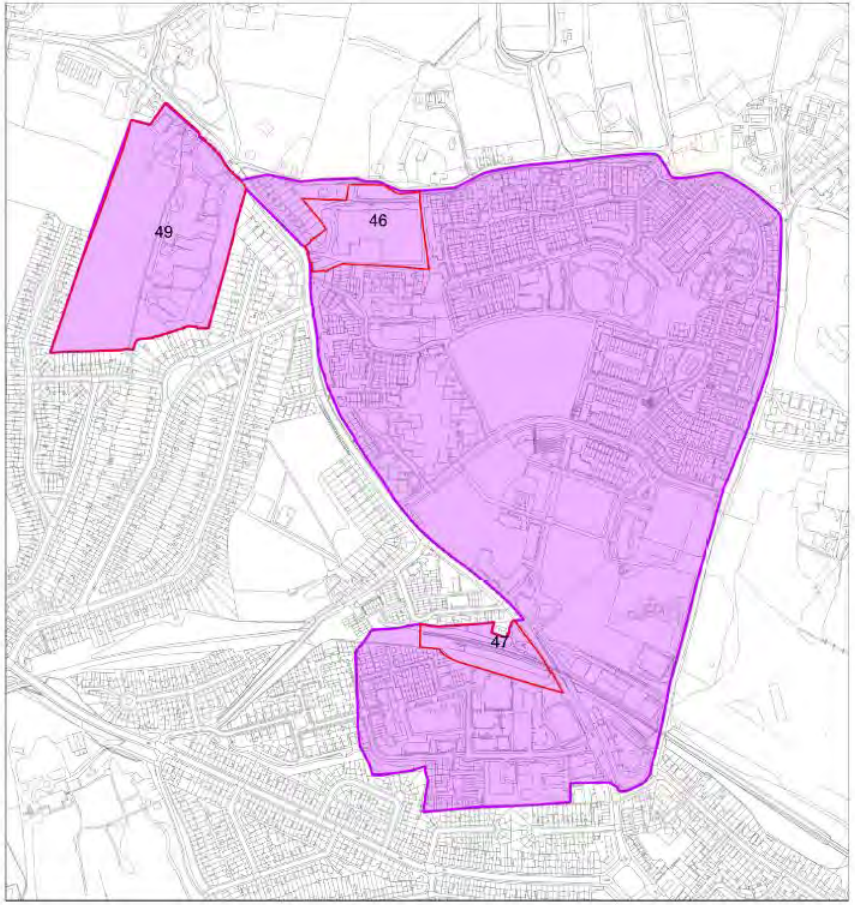
4.20.5 Development proposals must demonstrate how sustainable modes of transport will be enabled, with the effects on traffic and transport fully assessed and mitigated as required. Proposals within Mill Hill East must be supported by a Transport Assessment (TA) setting out public transport improvements and demonstrating how sustainable transport options will be provided.

4.20.6 Although listed in GSS01 for its contribution to growth, Mill Hill East is not identified in CDH04 as a location where Tall Buildings may be appropriate.

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MM 25 Chapter 4 – Growth & Spatial Strategy
 Map 3E Mill Hill East Area

Map 3E - Mill Hill East Area



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LEGEND
 Mill Hill East Area
 Site Allocations

Scale 1 : 5,000

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MM 26	<p>Chapter 4 – Growth & Spatial Strategy</p> <p>Policy GSS07 And consequential changes to supporting text</p> <p>Paras 4.21.1, 4.21.4, 4.21.5, 4.21.8 & 4.21.9</p>	<p>POLICY GSS08 Barnet’s District Town Centres</p> <p>Barnet’s <u>District Town Centres</u> have a vital role in delivering sustainable growth and enabling <u>post COVID19 recovery</u> from the COVID-19 pandemic. Thriving town centres will support shopping and services, and provide a focus for cohesive communities, while delivering new jobs and homes. <u>The Council will positively consider proposals on suitable sites within the District Town Centres which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3).</u></p> <p><u>In addition to the Major Centre of Edgware, there are 14 District Town Centres identified within Barnet in the London Plan – of these Burnt Oak, Chipping Barnet, Finchley Central, Golders Green and North Finchley form the Council’s priorities for investment and revitalisation, supporting local businesses and delivering mixed use development in accordance with the place making policies of the Local Plan and in alignment with the Mayor’s Healthy Streets Approach.</u></p> <p><u>A. Level of Development</u></p> <ol style="list-style-type: none"> a) The Council will support mixed use development within Barnet’s <u>District Town Centres</u> ensuring that their individual town centre offer responds to the needs of residents and workers as well as businesses and maintains their distinctiveness as places and vibrant hubs. b) <u>Provision of appropriate location- based floorspace should be made for community, retail and other main town centre uses including offices and leisure. This should be provided subject to no unacceptable impact upon the vitality and viability of other town centres, with public realm and infrastructure improvements where necessary.</u> c) <u>Investment in residential led mixed use development will help to fund public realm and infrastructure improvements making District Town Centres such as North Finchley more attractive places to live, visit and enjoy.</u> d) <u>In the context of the above, Barnet’s District Town Centres (excluding Cricklewood) have capacity to deliver approximately 5,100 new homes between 2021 and 2036 with provision for uplift through the design-led approach. Capacity has been identified at the following District Centres :</u>
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		<ul style="list-style-type: none"> • <u>Brent Street - 260 new homes</u> • <u>Burnt Oak - 160 new homes</u> • <u>Chipping Barnet - 530 new homes</u> • <u>East Finchley - 220 new homes</u> • <u>Finchley Central Church End - 820 new homes</u> • <u>Hendon Central - 120 new homes</u> • <u>Mill Hill - 50 new homes</u> • <u>New Barnet - 1,100 new homes</u> • <u>North Finchley - 820 new homes</u> • <u>Whetstone - 1,020 new homes.</u> <p>Main Town Centres (Burnt Oak, Chipping Barnet, Finchley Central, Golders Green and North Finchley) will form the Council's priorities for investment and revitalisation, supporting local businesses and delivering mixed use development in accordance with the place making policies of the Local Plan and in alignment with the Mayor's Healthy Streets Approach.</p> <p>The changes to the Use Classes Order (2020) remove restrictions on changes of use and allow greater flexibility for opportunities to change between town centre uses, supporting town centre vitality and viability.</p> <p>The Council will support mixed use development within Barnet's town centres ensuring that their individual town centre offer responds to the needs of residents and workers as well as businesses and maintains their distinctiveness as places and vibrant hubs.</p> <p>Barnet's Town Centres (excluding Cricklewood and Edgware) have potential to deliver a minimum of 5,400 new homes.</p>
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B. Development Proposals and Infrastructure Requirements

The Council will support ~~ensure that~~ proposals for district town centre development that meet the following sub-criteria insofar as relevant to the proposal, and where necessary the requirements of Policy CDH03:

- a) achieve a high-quality design that enhances the visual amenity of the town centre;
- b) optimise residential density within the context of the town centre;
- c) ~~manages~~ maintains acceptable levels of noise associated with town centre locations, with no unacceptable impacts on occupiers of neighbouring properties;
- d) do not have a negative impact on the amenity of areas outside of the town centre and that any new commercial floorspace relates to the size and the role and function of a town centre and its catchment;
- e) demonstrate suitable access to open space and, where appropriate, improves availability or access to an open space, as well as ensures continued maintenance;
- f) makes appropriate provision for community infrastructure in accordance with Policy CHW01;
- g) supports sustainable travel and seeks to minimise parking provision, including at zero provision where appropriate, and ~~to~~ do not exceed established standards as per Policy TRC03;
- h) support active travel modes and the Healthy Streets Approach;
- i) make a positive economic contribution; and-
- j) are not detrimental to the ongoing functionality of the existing town centre.

C. Planning Frameworks

- (a) The North Finchley Town Centre Framework Supplementary Planning Document (SPD) has set out an approach for the revitalisation and future intensification of the town centre, providing a greater focus on an appropriate mix of uses, where retailing remains important but housing, as a consequence of residential led intensification, makes a greater contribution to the town centre's diversification and overall 'offer'. The Council will support planning

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proposals that optimise residential density on suitable sites whilst delivering improvements to the amenity of the area and overall offer of the town centre.

(b) The Council will continue to pursue the individual planning objectives for each district town centre through utilising more detailed area frameworks such as Supplementary Planning Documents. While specific town centre sites are identified in the Schedule of Proposals it is expected that further sites will come forward in response to the challenges of growth. These planning frameworks will help to provide more detailed guidance for the District Town Centres and the development sites within.

4.21 Barnet's District Town Centres

4.21.1 Barnet has an extensive town centre network with a range of locations where appropriate renewal and regeneration can support the Borough's growth needs. Thriving town centres are essential for the Borough to grow sustainably and successfully. Barnet's Growth Strategy highlights those town centres (Burnt Oak, Chipping Barnet, Edgware, Finchley Church End (Finchley Central), Golders Green and North Finchley) that have been prioritised, for improving the town centre offer.

4.21.4 In order to be successful and thriving all of Barnet's town centres will have to adapt and take advantage of the increased flexibility provided by the 2020 radical overhaul of the Use Classes Order^{vi}. The changes to the Use Classes Order (2020) remove restrictions on changes of use and allow greater flexibility for opportunities to change between town centre uses, supporting town centre vitality and viability.

4.21.5 Barnet's District town centres are important locations not only for retail, but also provide a focus for community and family friendly activities and a sense of civic pride, often containing valued heritage assets. ~~The importance of town centres as sites of employment is reflected in the Council's Article 4 Direction restricting the conversion of offices to residential.~~ The renewal of town centres must balance

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		<p>growth needs with sensitive and high-quality design. <u>This is reflected in the SPD planning frameworks for Edgware and North Finchley town centres.</u></p> <p>4.21.6 Within <u>District</u> town centres new infill development is unlikely to afford significant amenity space within the curtilage of the site, and it is therefore vital that areas of publicly accessible open space are maintained or developed within or in close proximity to town centres, and that development proposals demonstrate existing or improved access to such spaces. Further guidance on the development of small sites will be provided by Design Codes Guides. <u>within the Sustainable Design and Development Guidance SPD.</u></p> <p><u>4.21.8 North Finchley is the largest district centre in Barnet. It suffers from a traffic dominated environment with often poor quality public realm, acting as deterrents to increased footfall and dwell time. Through the North Finchley Town Centre Framework Supplementary Planning Document (SPD) (adopted in 2018) the Council has set out an approach for revitalising the district town centre, providing a greater focus on an appropriate mix of uses, including health, leisure and cultural uses, where retailing remains important but housing, as a consequence of residential led intensification, makes a greater contribution to the town centre's diversification and overall 'offer'. Investment in residential led mixed use development will help to fund public realm and infrastructure improvements making North Finchley a more attractive centre to live, visit and enjoy.</u></p> <p><u>4.21.9 Following on from the adoption of the North Finchley Town Centre SPD, the Council will pursue the individual planning objectives for each district centre through utilising more detailed area frameworks such as Supplementary Planning Documents. These planning frameworks will help to provide more detailed advice and guidance to support the implementation of Local Plan policy for the District Town Centres and delivery of the development sites within it.</u></p>
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MM 27	<p>Chapter 4 – Growth & Spatial Strategy</p> <p>Policy GSS09 And consequential changes to supporting text</p> <p>Paras 4.23.2, 4.23.3, 4.24.5, 4.24.6 & 4.24.7</p>	<p>POLICY GSS09 Existing and Major New Public Transport Infrastructure</p> <p>To deliver growth and regeneration at existing transport hubs and alongside major new <u>public</u> transport infrastructure at New Southgate and West London Orbital, the Council will seek <u>positively consider proposals on suitable sites which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3).</u> the following quantum of development across the area:</p> <p>1,650 <u>new homes;</u></p> <p><u>A. Level of Development</u></p> <p>a) <u>Existing and Major New Public Transport Infrastructure has the capacity to deliver approximately 420 new homes between 2021 and 2036 with provision for uplift through the design-led approach. This includes Major New Public Transport Infrastructure at New Southgate station, the area around which has been identified as broad locations for growth where any development will be subject to the design-led approach;</u></p> <p>b) Retain existing levels of employment and pursue opportunities for new jobs;</p> <p>c) Appropriate <u>location-based provision of floorspace for community, retail and commercial other main town centre uses including offices that are proportionate to supporting proposed housing growth and subject to no unacceptable impact upon the vitality and viability of nearby town centres.</u></p> <p>The Council will seek to prepare more detailed policy frameworks for these areas, such as through an Area Action Plan or Supplementary Planning Document, potentially through joint working where appropriate.</p> <p><u>B. Major transport infrastructure upgrades</u></p> <p>The potential major transport infrastructure upgrades of the West London Orbital (WLO) and Crossrail 2 would provide <u>broad locations opportunities for design-led growth in Barnet through developing new stations or upgrading the capacity of existing stations and allowing higher density developments to be achieved. Proposals on sites in proximity to these public transport</u></p>
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improvements will be expected to deliver a density and quantum of residential units which optimise their potential in accordance with the design-led approach.

a) **West London Orbital (WLO)** – ~~potential for 950 new homes.~~

The Council will support design-led development proposals that facilitate access to and delivery of the West London Orbital and contributions will be sought towards West London Orbital and public transport infrastructure. The Council will ~~consider~~ pursue new planning frameworks to support comprehensive redevelopment in alignment with progress on the West London Orbital.

b) **New Southgate Opportunity Area and Crossrail 2** – ~~potential for at least 250 new homes.~~

The Council will pursue ~~consider~~ new planning frameworks to support comprehensive redevelopment within this broad location for design-led growth in alignment with progress on ~~with potential for at least 250 new homes potentially supported by~~ Crossrail 2.

c) **Existing Transport Hubs** - Public transport hubs with ~~high levels of~~ PTAL of 3 to 6 in Barnet offer significant potential for intensification and growth. The stations not linked to a town centre which are expected to support development are: Brent Cross West, Colindale, High Barnet, Mill Hill East, New Southgate, Hendon and Brent Cross West (under construction), and Woodside Park. Development at these public transport nodes will be supported, provided that the proposal:

- i. Enhances the capacity, access and facilities of the transport interchange;
- ii. Demonstrates optimised density;
- iii. Delivers residential uses, or otherwise demonstrates why uses with economic or community benefits are suitable and are the optimal use of the potential of each site;
- iv. The sequential test for main town centre uses will apply to relevant proposals that are not in an existing centre and are not otherwise supported by other policies of this Plan;
- v. Is the subject of impact assessment of applications for retail and leisure development (where required by Policy TOW01) to ensure no unacceptable impact upon the vitality and viability of nearby town centres;

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- vi. Supports active travel modes and the healthy streets approach;
- vii. Avoids unacceptable levels of air and noise pollution for the new residents;
- viii. Is not detrimental to heritage assets, in accordance with national policy and Local Plan Policy CDH08;
- ix. Supports and, where appropriate improves, public access to open space and play space.

Proposals involving redevelopment of car parks must be assessed with reference to Policy GSS12. Where it is proposed to develop a station car park, the Council expects a demonstration of how the use of public transport and active modes of travel will encourage reduced car park usage. Existing provision must be assessed, and replacement car parking may be supported through a more land-efficient design approach such as a multi-storey design provided, with the aim to re-provide only where essential, for example for disabled persons or operational reasons.

4.23 West London Orbital (WLO) and Crossrail 2

4.23.2 The 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. Delivery is expected in years 11 to 15 of this Plan ~~by 2026 at the earliest.~~

4.23.3 The proposed Crossrail 2 routes would directly connect north and south London while providing a continuous rail link beyond the capital into the southern and northern home counties. One of the northern spurs would connect to New Southgate. Although Crossrail 2 is subject to confirmation delivery would be towards the latter part of the Plan period. Whilst work on project development and seeking consent for the Crossrail 2 scheme has been paused, TfL continues to work with DfT on a suitable timetable for updating the safeguarding directions so that the latest Crossrail 2 design is protected from future

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development. This safeguarding refresh will include a revised ~~the~~ alignment of the proposed New Southgate branch ~~which is a part of the Crossrail 2 route that is not currently safeguarded.~~

4.24 Existing Public Transport Nodes

4.24.5 Many of Barnet's stations provide car parking facilities which comprise an open expanse of hard surfacing. These locations offer opportunities for redevelopment through utilising the high PTALs and other potential site characteristics such as town centre locations. The Council's expectation is that such sites will be developed primarily for residential uses, although in appropriate locations other uses with economic or community benefits, such as hotels, may be suitable. The required level of station car parking provision should be assessed in light of encouraging the use of public transport and active modes of travel, with the aim to re-provide only where essential, for example for disabled persons or operational reasons. Essential car parking potentially re-provided through a more land-efficient design approach.

4.24.6 The level of growth possible will be informed by the context of each location in terms of urban form and heritage. To support the effective development of public transport nodes the Council will pursue the ~~consider~~ preparation of planning frameworks through SPDs, masterplans and site briefs, as required. While specific sites are identified by the Schedule of Proposals as set out in Annex 1 it is expected that further sites will come forward in response to the challenges of growth.

4.24.7 New Southgate station has been identified as a broad location for growth dependent on delivery of major public infrastructure. The Other stations that are located outside of not linked to a District Town Centres and which are expected to support development are:

- Brent Cross West;
- Colindale;
- High Barnet;
- Mill Hill East;
- New Southgate; and

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		<ul style="list-style-type: none"> • <u>Woodside Park</u> • Hendon, and <p><u>4.27.8. New homes at public transport hubs that are in Growth Areas, District Town Centres and Mill Hill East are otherwise included in the requirements identified in Policies GSS02 to GSS08.</u></p>
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MM 28	<p>Chapter 4 – Growth & Spatial Strategy</p> <p>Policy GSS10 And consequential changes to supporting text</p> <p>Paras 4.25.1, 4.25.3, 4.25.4 & 4.25.5</p>	<p>Policy GSS10 Estate Renewal and Infill</p> <p>The Council working in partnership with Barnet Homes, Registered Social Landlords and the Mayor of London will continue its programme of estate renewal and infill to improve the urban form of housing estates in the Borough, making better use of underused land to provide better quality amenity space and 4,400 <u>3,980</u> new homes.</p> <p>The housing estates for renewal or infill include Grahame Park, Douglas Bader, Upper and Lower Fosters, West Hendon, Dollis Valley, Granville Road and Westhorpe Gardens. <u>The Council will continue to work in collaboration with local communities to develop a shared vision for schemes already underway in addition to those proposals highlighted in Annex 1 of the Local Plan. Proposals are required to meet the requirements of London Plan Policy H8, together with the Mayor’s Good Practice Guide to Estate Regeneration.</u></p> <p><u>A. Affordable Housing</u></p> <p>The Council will:</p> <ol style="list-style-type: none"> a) <u>Require the replacement of existing</u> affordable housing whilst considering the specific circumstances of each site; b) Ensure that an equivalent amount of affordable housing floorspace be provided as a minimum and seek an uplift in such provision; c) Support the right of return for existing social rent tenants from estates into new social rent accommodation. Otherwise the Council will provide the new affordable accommodation as London Affordable Rent or Social Rent; Where affordable housing that is replacing social rent
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		<p><u>housing is not facilitating a right of return, it may be provided as either social rent or London Affordable Rent housing in accordance with London Plan Policy H8; and</u></p> <p>d) <u>Integrate</u> <u>Require that</u> replacement affordable housing <u>is integrated</u> into the redevelopment in accordance with Policy HOU02 to ensure mixed and inclusive communities.</p> <p>The Council will continue to work in collaboration with local communities to develop a shared vision for schemes already underway in addition to those proposals highlighted in Annex 1 of the Local Plan.</p> <p>Proposals will take account of the requirements of the London Plan Policy H8—Loss of existing housing and estate redevelopment, together with the Mayor’s Good Practice Guide to Estate Regeneration.</p> <p><u>B. Development / Redevelopment Proposals</u></p> <p><u>Development / Redevelopment</u> proposals must ensure <u>that</u> the following requirements are met:</p> <ol style="list-style-type: none"> a) Demonstrate improvement in the quality of the housing stock and the surrounding environment; b) Achieve a net increase of housing units; c) Consider the needs of existing households on the estate; d) Provision of housing tenure <u>in accordance with London Plan policies H6, H8 and Local Plan Policy HOU01;</u> e) <u>Provision of housing mix in accordance with Policy HOU02; according to the specific site needs, taking into account local housing need, local infrastructure need, the nature of the surrounding area, and viability;</u> f) Ensure access to sufficient amenity space including open spaces and children’s playgrounds <u>in accordance with the requirements of Policy ECC04;</u> g) Ensure access to sufficient supporting infrastructure where the impacts of development require mitigation. This may include but is not limited to child nurseries, schools, community centres, sport and leisure facilities, and healthcare; h) Design in active travel to promote walking and cycling and demonstrate sufficient access to public transport; and i) Provide an appropriate level of parking <u>in accordance with the requirements of Policy TRC03.</u>
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4.25 Estate Renewal and Infill

4.25.1 Housing estate renewal and infill is an important element of the Council's existing growth and spatial strategy. The Council wants to ensure that estate renewal and infill is focused on building social cohesion, improving environmental conditions as well as housing. There are parts of Barnet where the impacts of inequality and causes of deprivation are particularly concentrated. Such areas fall within the 20 per cent most deprived areas in England. The London Plan defines such locations as Strategic Areas for Regeneration. Renewal and infill of the Council's own housing estates helps define Local Areas for Regeneration. This can provide opportunities for making a far more efficient use of land while greatly improving the standards of accommodation and quality of the urban form.

4.25.3 ~~Regeneration~~ Renewal and infill must be undertaken in a partnership with Barnet Homes and Registered Social Landlords and in collaboration with local communities to develop a shared vision for the area. In delivering these schemes a co-design approach will ensure that communities are involved from the outset, in helping to shape design proposals, and that residents have the opportunity to contribute their ideas and detail their aspirations. The re-provision of affordable housing is complex and estate renewal and infill ~~regeneration~~ must take account of the specific circumstances of each site, including local infrastructure needs, local housing need in respect of tenure mix, affordability and tenure size, place-making, viability and the nature of the surrounding area. In accordance with London Plan Policy H8 the Council will ensure, within the housing estate subject to renewal, ~~regeneration~~ ~~the Council will ensure~~ no net loss of affordable floorspace and with existing social rent tenants, facilitate their right of return to the estate into new social rent accommodation. Otherwise the Council will require the replacement of existing social rent housing with new affordable accommodation as London Affordable Rent or Social Rent.

4.25.4 The Council will work with the Mayor in ensuring that proposals meet the requirements of ~~are consistent with~~ London Plan Policy H8. Proposals will ~~will~~ must take account of the requirements of the Mayor's Good Practice Guide for Estate Regeneration^{vii}. The Mayor's Guide provides detailed guidance for assessing appropriate approaches to estate regeneration. In particular, only once the objectives of an

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		<p>estate regeneration scheme have been formulated in consultation with residents, should the physical interventions required to achieve them be considered.</p> <p>4.25.5 Housing estates at Upper and Lower Fosters, West Hendon, Dollis Valley, <u>Douglas Bader</u>, Granville Road, Westthorpe Gardens and Grahame Park are already undergoing or are scheduled to undergo, renewal or infill in full consultation with resident households.</p>
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MM 29	<p>Chapter 4 – Growth & Spatial Strategy</p> <p>Policy GSS11 And consequential changes to supporting text</p> <p>Paras 4.26.1, 4.26.2, 4.26.2A, 4.26.3, 4.26.5, 4.26.5A, 4.26.6, 4.26.7 & 4.26.8</p>	<div style="border: 2px solid #008080; padding: 10px;"> <p>POLICY GSS11 Major Thoroughfares</p> <p>A. <u>Level of Development</u></p> <p>a) Redevelopment along Barnet’s <u>identified Major Thoroughfares (A1000, A598, A5, A504 and A110) main road corridors</u> as set out in the Key Diagram can provide a significant supply of sites for growth.</p> <p>b) <u>The Council will positively consider proposals on suitable sites which optimise the use of land and site capacity through a design-led approach (London Plan Policy D3).</u></p> <p>c) <u>Such locations Barnet’s Major Thoroughfares have capacity to deliver an additional approximately 3,350 3,530 new homes between 2021 and 2036 with provision for uplift through the design-led approach.</u></p> <p>d) The Council <u>supports residential and mixed-use development along the Major Thoroughfares that accords with policies on Town Centres and the Economy. It will work with TfL and National Highways England to help deliver appropriate sites Over the Plan period it is likely the environment around Barnet’s major thoroughfares will improve due to regulatory changes and new technologies such as electric cars leading to a reduction in air and noise pollution from road vehicles. To achieve the quantum of development sought to be delivered, the Council will expect environmental improvements along and immediately adjacent to the thoroughfares identified. and will consider long term opportunities within the Transport for London Road Network (TLRN) (A1, A41 and A406) subject to improvements against Healthy Streets Indicators and Public Transport Accessibility Levels.</u></p> <p>B. <u>Development Proposals</u></p> </div>
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		<p>Development proposals will be supported <u>along the Major Thoroughfares</u> in these locations where compliance it can be demonstrated <u>with the following requirements</u> that:</p> <ol style="list-style-type: none"> a) Access to walking and cycling networks will enable safe and active travel, <u>with improvements to accessibility where necessary</u> (see Policy TRC01); b) Design relates to the context and character of the surrounding area, including suburban streets behind the thoroughfare <u>Major Thoroughfares</u> (see Policy CDH01); c) Achieves a high-quality design that enhances visual amenity and does not contribute to a continuous 'wall like' corridor of medium rise buildings <u>ensures a sense of separation between town centres</u> (see Policies CDH01 and CDH04); d) Contributes to an improved and more active streetscape (see Policy CDH01C); and e) Facilitates delivery of <u>the Healthy Streets Approach</u> <u>with improvements against the Healthy Streets Indicators set out in London Plan Policy T2</u>; f) Avoids unacceptable levels of air and noise pollution for the new residents (see Policy ECC02); g) Supports and, where appropriate improves, access to open spaces and play spaces, as well as ensuring their continued maintenance (see Policy ECC04); and h) Any proposals to provide car parking should be in accordance with car parking standards (see Policy TRC03). <p><u>In circumstances where additional growth is considered suitable along Transport for London Road Network (TLRN) routes (A1, A41 and A406), development proposals will also be supported where they satisfy the criteria listed in Part B above. The A5/ Edgware Road and the A1000 / Great North Road Major Thoroughfares 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. Further guidance will be provided by the emerging Height Strategy Supplementary Planning Document. Proposals for tall buildings (8 storeys or more) must be assessed with reference to Policy CDH04.</u></p>
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~~While specific sites along Major Thoroughfares are identified by the Schedule of Proposals it is expected that further sites will come forward in response to the opportunities for growth.~~

4.26 Major Thoroughfares

4.26.1 Across the Borough development is already coming forward on sites along major roads and a policy framework will allow this process to be managed more effectively. Major road corridors in Barnet tend to be very heavily trafficked, which creates an unattractive environment both for residents living along the route and businesses. Reducing car dominance and creating a more attractive environment designed to healthy streets standards, will have a positive impact on residents by helping to mitigate poor air quality. It will also benefit businesses, by creating an attractive environment. These corridors through Barnet provide, in certain cases, opportunities for infill, and intensification and investment. The Key Diagram highlights the major thoroughfares in the Borough with the most significant opportunities in those respects. The Council will work with Transport for London (TfL) and National Highways England to help find and deliver appropriate sites. The routes currently most suitable for this form of development are:

- A1000 Great North Road/ High Road;
- A598 Ballards Lane/ Regents Park Road / Finchley Road;
- A5 Edgware Road/ Watling Street;
- A504 Hendon Lane; and
- A110 East Barnet Road.

4.26.2 A good level of bus service underpins a high level of public transport access and good overall connectivity. The urban form of generally wide roads and, in places, existing larger building typology, offers the opportunity to develop sites more intensively for residential and other suitable mixed uses. Proposed developments must carefully consider how the building design will relate to the surrounding

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		<p>urban environment, particularly in relation to suburban streets at the rear. Outside of the strategic locations highlighted in Policy CDH04 'Tall Buildings' residential-led building blocks of up to 7 stories are considered particularly suitable along major thoroughfares, although any Any 'tunnelling' effect from buildings must be avoided, and <u>a sense of separation</u> must be maintained between town centres. Proposals must also consider appropriate ground floor uses in accordance with <u>Local Plan town centres and economy policies on town centres</u>.</p> <p>4.26.2A <u>Over the Plan period it is likely the environment around Barnet's major thoroughfares will improve due to regulatory changes and new technologies such as electric cars leading to a reduction in air and noise pollution from road vehicles. To achieve the quantum of development sought to be delivered, the Council will expect environmental improvements along and immediately adjacent to the thoroughfares identified. The Healthy Streets Approach puts human health and experience at the heart of planning the city. It uses a set of 10 evidence based indicators to assess the experience of being on London's streets. Rather than providing an ideal model for a street, the Approach accounts for each street's function and points towards how better-quality environments can be created.</u></p> <p>4.26.3 Working towards <u>Delivering the Mayor's Healthy Streets Approach is as much about creating a more attractive environment designed to healthy streets standards, which will have a positive impact on footfall and dwell time as it is on facilitating</u> of a modal shift away from the private motor vehicle to more sustainable modes such as public transport, cycling and walking, will help to improve the environment along the Borough's thoroughfares. Proposals coming forward along these road corridors must themselves support the Healthy Streets Approach.</p> <p>4.26.5 The two key historic routes in Barnet are the Edgware Road A5 corridor following the route of the Roman Watling Street along the valley bottom and the A1000 corridor – the old route of the Great North</p>
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		<p>Road linking the old town centres along the ridge line. Both of these routes have been the focus for continual renewal and intensification over time and include a spread of tall buildings. The Council is preparing a Height Strategy Supplementary Planning Document to guide designs along these road corridors.</p> <p><u>4.26.5A</u> <u>Barnet's Characterisation Study highlighted an association between the Major Thoroughfares and 'big box' development, typically large single building units (sheds) which are typically coarse grained and without an over-arching urban structure. These 'big boxes' are often surrounded by parking. The Council will consider sites close to Major Thoroughfares that lack an over-arching urban structure (such as 'big box' development) with regards to Policy GSS11. Whilst Policy GSS11 relates to sites that are immediately adjacent to and therefore readily able to access the Major Thoroughfares identified in the policy, the Council recognises that there will also be a number of nearby sites with large plots that do not physically adjoin one of the Major Thoroughfares. Development proposals that come forward on such large and accessible sites that are in close proximity to the Major Thoroughfares and afford similar opportunities for growth are also likely to be supported where they satisfactorily address the criteria outlined in Policy GSS11.</u></p> <p>4.26.6 Within Barnet there are routes that are managed by Transport for London (TLRN) <u>along parts of which there could be locations potentially be suitable for housing delivery (particularly reinstating former homes and infill development).</u> enhanced, <u>but in some locations it will require more substantial public transport investment (proportionate with the scale of development), alongside the healthy streets initiatives as set out in the Healthy Streets Approach,</u> to unlock their capacity for growth. These <u>are</u> include:</p> <ul style="list-style-type: none"> ○ A406 North Circular <u>Road</u>; ○ A1 Great North Way/ Watford Way; and ○ A41 Edgware Way / Watford Way / Hendon Way.
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		<p><u>4.26.7 The Council is committed to delivering Healthy Streets in Barnet and will measure improvements against the Healthy Streets Indicators set out in London Plan Policy T2 together with Figure 10.2 which sets out 10 indicators of a healthy, inclusive environment in which people choose to walk, cycle and use public transport. A key consideration for the Council in unlocking opportunities along the Major Thoroughfares in the TLRN will be significant improvements in air and noise quality as well as PTAL.</u></p> <p><u>4.26.8 While specific sites along Major Thoroughfares are identified by the Schedule of Proposals it is expected that further sites will come forward in response to the opportunities for growth.</u></p>
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MM 30	Chapter 4 – Growth & Spatial Strategy Policy GSS12 and consequential changes to supporting text Paras 4.27.1, 4.27.2, & 4.27.3	<p>Policy GSS12 Redevelopment of Car Parks</p> <p>In order to <u>To</u> ensure the efficient and sustainable use of land the Council will <u>consider positively proposals which optimise use and capacity through support the re-development of parking spaces in suitable sites within publically publicly accessible surface level car parks for residential and other suitable main town centre uses</u> provided that:</p> <p>A. The design preserves the amenity of neighbouring uses; <u>The development provides a good standard of amenity that will allow for acceptable levels of daylight, sunlight, privacy and outlook for adjoining and potential occupants and nearby users impacted by the development (see Policy CDH01);</u></p> <p>Demonstrates how the use of public transport and active modes of travel will lead to reduced car park usage; and</p> <p>B. <u>A Transport Assessment or Transport Statement is submitted to ensure a safe pattern of vehicle and pedestrian movement (see Policy TRC01);</u></p> <p>C. <u>A Parking Design and Management Plan is submitted to demonstrate the suitability and arrangements for any retained or proposed parking (see Policy TRC03);</u> The parking spaces can be demonstrated as surplus to requirement or re-provided as needed</p>
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		<p>D. <u>An Air Quality Assessment is submitted in order to improve air quality and mitigate the impacts of the development (see Policy ECC02);</u></p> <p>E. <u>A design-led approach is taken in accordance with London Plan Policy D3.</u></p> <p>A transport assessment will be required to ensure a safe pattern of vehicle and pedestrian movement and air quality effects.</p> <p>In considering local capacity the Council may seek a dedicated development related parking strategy in order to review the existing pricing, timing, availability and management of car parking spaces.</p>
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4.27 Redevelopment of Car Parks

4.27.2 The Council acknowledges the importance of a convenient, ~~and~~ good quality and publicly accessible car parking supply to ensuring thriving and competitive town centres. Within town centres where publicly accessible spaces are available for short-term parking in ~~there are~~ several car-parking locations, enabling greater parking system efficiency can help provide a better level of service for local people, businesses and visitors, and provide some capacity for further demand. In circumstances where development in town centres provides car parking it will be required to make provision available to the public. In considering local capacity the Council ~~will~~ may seek a Parking Design and Management Plan and may use planning obligations / legal agreements to control the layout and management of the parking spaces, including the nature of the users and the pricing structure. ~~dedicated development related parking strategy in order to review the existing pricing,~~ as well as the timing, availability and management of publicly available car parking spaces. This will enable enhanced matching of precise space availability in type and location to existing and anticipated future parking demand and assist in achieving the desirable parking system efficiencies.

4.27.3 Proposals for redevelopment of car parking spaces must meet the requirements of Policy TRC03. ~~be subject to a demonstration that capacity is available, for example due to underuse of existing provision, a more efficient car park design approach such as underground or multi-storey, or a shift of journeys to public transport and active travel modes~~ Where car parking is maintained at the site vehicle access must be shown to be safe. The Parking Design and Management Plan should demonstrate the suitability and arrangements for any retained or proposed parking as well as showing what steps will be taken to ensure ~~A clear strategy will be required as part of any proposals for redevelopment of car parking spaces to ensure minimum disruption to parking in the town centre or local area during construction.~~ the redevelopment of the car parking. The Parking Design and Management Plan should therefore clearly demonstrate how access to the town centre or local area will be maintained throughout the construction period.

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MM 31	Chapter 4 – Growth & Spatial Strategy Policy GSS13 And consequential changes to supporting text Paras 4.28.1A, 4.28.2, 4.28.34.28.4A & 4.28.5	<p>POLICY GSS13 Strategic Parks and Recreation</p> <p>To promote healthy and active lifestyles within Barnet, the Council will provide and promote leisure and recreation facilities that encourage physical activity and assist the mental wellbeing of residents. The need for good access to outdoor recreation space has been highlighted by the COVID19 pandemic.</p> <p>A. Such facilities <u>Facilities</u> may comprise of indoor and outdoor leisure provision, together with ancillary facilities and services. <u>The Council is bringing forward 3 new destination hubs for sport and recreation at :</u></p> <ol style="list-style-type: none"> a) <u>Barnet and King George V Playing Fields;</u> b) <u>Copthall Playing Fields and Sunny Hill Park; and</u> c) <u>West Hendon Playing Fields.</u> <p>B. New indoor facilities should be located within town centres unless they are specifically designed to improve the utilisation of an open space <u>Growth Areas, District Town Centres and Local Centres are the Council's preferred locations for new indoor facilities unless they are specifically designed to improve the utilisation of an open space (see Policy CHW01).</u></p> <p>C. The Council will seek to actively improve the quality, quantity and access to open spaces across Barnet through new and improved outdoor sports, leisure and recreational facilities. Such improvements will be delivered alongside nature conservation and biodiversity enhancements.</p> <p>D. The Council <u>supports</u> will promote the creation of a new Regional Park within designated Green Belt or Metropolitan Open Land in the Brent Valley and Barnet Plateau <u>Green Grid Area as promoted within the All London Green Grid Strategy.</u></p>
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4.28 Strategic Parks and Recreation

4.28.1A The need for good access to outdoor recreation space has been highlighted by the COVID19 pandemic. Enabling residents to access open spaces and enjoy more opportunities for active lives is a key priority for the Council.

4.28.2 Barnet's Playing Pitch Strategy highlighted the need to create three sports and recreation hubs in Barnet. ~~These proposals to~~ are in connection with the existing use of the land for outdoor sport and recreation. The proposals offer a range of activities and opportunities for participation in physical activity as well as ~~and also~~ community activities some of which would be paid for whilst ~~and~~ others ~~which~~ would be free of charge. Further to their support through the Parks and Open Spaces Strategy for wider enhancement of these locations, masterplanning work has been completed and or is being undertaken.

4.28.3 Subject to the requirements of policies GSS13, ECC04 and CHW01 ~~There~~ there are wider opportunities for improvements to greenspaces across the Borough in terms of delivering outdoor recreational and leisure facilities. These include:

- a) a masterplan for open spaces in the North West Green Belt areas of the Borough;
- b) investments that will enhance heritage destination parks such as Friary Park, Oak Hill Park, Hadley Green and Hendon Park;
- c) improvements that can support the effective management, maintenance and utilisation of parks such as the introduction of UNITAS youth centre at Montrose Park, leisure centres at Victoria Recreation Ground and Glebelands Open Space, as well as new cafés and ancillary facilities across a range of other destination open spaces;
- d) maximising the access to and potential of the key river valleys throughout Barnet namely Dollis Brook, Pymmes Brook and Silk Stream to support leisure, recreation and active travel; and

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		<p>e) work as part of the regeneration of Brent Cross <u>Growth Area</u> (including improvements to Clitterhouse Playing Fields) to make Brent Cross Town the place in London to participate in sport and play.</p> <p>4.28.4A <u>The Council will produce a new Barnet Parks and Open Spaces Strategy as well as a Local Nature Recovery Strategy. This refresh of evidence on open spaces and biodiversity will be used to inform the next review of Barnet's Local Plan.</u></p> <p>4.28.5 In terms of indoor recreational provision, the Indoor Sport and Recreation Study together with the Growth Strategy has identified the need for a review of opportunities to improve the visitor economy through new and enhanced facilities in appropriate locations. <u>New indoor facilities should normally be located within Growth Areas, District Town Centres or Local Centres as set out in Policy CHW01 unless specifically designed to improve the utilisation of an open space.</u> It is intended that identified opportunities will be considered as recreational destinations under this policy.</p>
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MM 32	<p>Chapter 5 Housing</p> <p>Sections 2.4, 5.1 & Paras 5.2.1, 5.2.3, 5.3.1, 5.3.1A, & 5.3.1B.</p>	<p>2.4 Housing</p> <p><u>2.4.1A The Housing Strategy 2023-28 sets Barnet's strategic direction for housing activity in the Borough and highlights that there is not currently enough suitable housing for everyone to have a safe, secure, and affordable home. The Housing Strategy focuses on five key priorities:</u></p> <ul style="list-style-type: none"> • <u>Prevent homelessness and support rough sleepers off the streets.</u> • <u>Deliver the right homes in the right places.</u> • <u>Ensure safe, sustainable council housing.</u> • <u>Raise quality and standards in the private rented sector.</u> • <u>Support living well by promoting healthy homes and wellbeing.</u> <p><u>If delivered effectively the Strategy presents a key opportunity that can be maximised through successful implementation of this Local Plan.</u></p> <p>5.1 National and London Plan Policy Context</p>
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		<p>NPPF</p> <p>Section 5 Delivering a Sufficient Supply of Homes specifically paras 61 to 76 Planning Policy for Traveller Sites (PPTS)</p> <p>London Plan</p> <p><u>Good Growth Objective Policy GG4 Delivering the homes Londoners need</u> <u>Policy D3 Optimising site capacity through the design-led approach</u> <u>Policy D5 Inclusive design</u> <u>Policy D6 Housing quality and standards</u> Policy D7 Accessible Housing Policy D13 Agent of Change Policy H1 Increasing Housing Supply Policy H2 Small sites Policy H3 Meanwhile Use as Housing Policy H4 Delivering Affordable Housing Policy H5 Threshold Approach to Applications Policy H6 Affordable Housing Tenure Policy H7 Monitoring of Affordable Housing Policy H8 Loss of Existing Housing and Estate Redevelopment Policy H9 Ensuring the Best Use of Stock Policy H10 Housing Size Mix Policy H11 Build to Rent Policy H12 Supported and Specialised Accommodation Policy H13 Specialist Older Persons Housing Policy H14 Gypsy and Traveller Accommodation Policy H15 Purpose Built Student Accommodation Policy H16 Large Scale Purpose Built Shared Living</p>
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		<p><u>Policy DF1 Delivery of the Plan and Planning Obligations</u></p> <p>Mayor of London Housing SPG Mayor of London Affordable Housing and Viability SPG <u>Mayor of London Large-Scale Purpose-Built Shared Living LPG</u></p> <p>5.2 Introduction</p> <p>5.2.1 With Barnet's population continuing to grow, housing demand remains high. This is within a challenging financial environment for a Borough where regeneration and growth need to be delivered in a responsible and sustainable way. To support safe, strong and cohesive <u>mixed and inclusive</u> communities and improve the quality of housing in Barnet, the Council needs to ensure that a range of choices is available, with a variety of sizes and types of accommodation to meet the aspirations of residents and increase access to affordable, good quality homes. This includes building new homes <u>and supporting new products where they are optimising the use of land and helping to deliver housing to meet needs in each tenure</u>. It also means, as well as protecting the existing dwelling stock for those whose needs are changing, such as families seeking larger dwellings, or homes for smaller households including older people who want to downsize and move to housing that can help meet care and support needs. Barnet's demographic profile shows an increasing proportion of younger and older residents, this Plan therefore seeks to understand their needs and ensure that this is reflected in policy.</p> <p>5.2.3 Barnet's Housing Strategy highlights that the Council will promote the delivery of homes to meet the needs of older people and those with disabilities, as well as measures to support young people leaving care to make a successful transition to living independently. The Housing Strategy 2023-28 highlights that there is not currently enough suitable housing for everyone to have a safe, secure, and affordable home. Access to a good housing environment in childhood is also important for physical and mental development. Barnet's Children and Young People's Plan highlights that within a Family Friendly Barnet, children and young people will be afforded a good standard of living within housing that is safe and affordable. The Children and Young People's Plan 2023-27 highlights that to ensure a Family</p>
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Friendly Barnet the number of children and young people living in temporary accommodation or unsuitable housing is kept to a minimum.

5.3 Barnet's Housing Strategy

5.3.1 The Council's Housing Strategy highlights that while incomes in Barnet are relatively high compared to the rest of London costs continue to rise faster than median incomes creating an affordability gap which presents a real challenge for households seeking to buy or rent a home. The demand for homes has resulted in average local house prices increasing from £391,000 in 2014 to £545,000 in 2017, which is 15 times the median household income for Barnet. there is a wide gap between those with the highest incomes and those who live in poverty. The median income decreased between 2017 and 2021, indicating a squeeze on standards of living that is likely to be worsened by the ongoing cost-of-living crisis. Barnet is expensive, and it is becoming increasingly more expensive, to buy or privately rent a home in the Borough, with average house prices in October 2021 fifteen times the average income, and average rent prices higher than that of Outer London. Renting privately is less affordable than before, and private rents have more than doubled since 2011 from an average of £1,202 to £2,810 in 2019. As house prices have increased, the proportion of Barnet households relying on the private rented sector has more than doubled in the last 20 years, and now accounts for a third of the homes in the Borough.

5.3.1A There is not enough social housing to meet demand within Barnet. As of January 2023, there were over 3,000 households on the Housing Needs Register waiting for permanent homes, and of these just over 1,800 households were homeless and living in suitable long-term temporary accommodation. If Barnet were to not build or procure any additional social housing properties, based on the number of re-lets of social housing homes in Quarters 1 and 2 of 2022/23 it would take 6.5 years to provide a permanent social housing home to all those currently on the Housing Needs Register who need a studio or 1-bedroom home, 7.2 years to those who need a 2-bedroom home, 16.2 years to those who need a 3-bedroom home, and 32.7 years to those who need at least a 4-bedroom home. This does not take into account the particular difficulties of securing suitable accommodation for those who require a wheelchair-adapted property, which are in very short supply.

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		<p><u>5.3.1B</u> The Housing Strategy 2019-2024 <u>2023-2028</u> sets out priorities for meeting the housing challenges facing the Borough. The Strategy <u>supports an overarching transformation programme across the Council, with the support of the Local Plan and other corporate strategies including Homelessness and Rough Sleeping and the Tenancy Strategy. The Housing Strategy focuses on five priorities : preventing homelessness; delivering the right homes in the right places; ensuring safe, sustainable council housing; raising quality and standards in the private rented sector and supporting living well by promoting healthy homes and wellbeing. To prioritise caring for people, our places, and the planet the Housing Strategy in partnership with the Local Plan will help to deliver the right homes in the right places, ensuring an up to date understanding of the tenures being delivered across all development within the Borough. This includes having a clearer view of the type and size of homes being delivered, and the Council seeking to influence the supply from registered providers and private developers against the levels of housing need.</u> focuses on improving standards in the private rented sector, increasing the supply of homes that local people can afford, promoting independent living, tackling homelessness and rough sleeping, and ensuring that homes are safe and secure. The Housing Strategy is further strengthened by the Homelessness and Rough Sleeping Strategy. This Strategy focuses on preventing homelessness, reducing the use of temporary accommodation, and securing new homes for those that are homeless. Establishing effective partnerships, working arrangements, and support for those who are or used to be homeless. The themes of the Housing Strategy, the Homelessness and Rough Sleeping Strategy and the objectives of this Local Plan are underpinned by Barnet's Strategic Housing Market Assessment (SHMA).</p>
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MM 33	<p>Chapter 5 Housing</p> <p>Policy HOU01 and consequential changes to supporting text</p> <p>Paras 5.4.3, 5.4.4, 5.4.7, 5.4.9, 5.4.10, 5.4.10A, 5.4.11, 5.4.11A, 5.4.12, 5.4.13 & 5.4.14</p>	<p>Policy HOU01 Affordable housing</p> <p>Within the context of a strategic London Plan target of 50% of all new homes to be affordable the Council will seek a minimum of 35% affordable housing from all developments of 10 or more dwellings.</p> <p><u>The Council will seek to maximise delivery of affordable housing in accordance with the London Plan.</u></p> <p><u>The strategic target is for 50 per cent of all new homes delivered across the Borough to be genuinely affordable. This is in accordance with the following London Plan policies H4, H5 and DF1. The Council will expect Build to Rent developments to provide affordable housing in accordance with London Plan Policy H11.</u></p> <p>For all schemes, the basis of calculations for the affordable housing requirement will relate to the number of habitable rooms or the habitable floorspace of the residential development.</p> <p><u>A. Barnet's Affordable Housing Requirements</u></p> <p><u>In accordance with London Plan Policy H6, Barnet's affordable housing tenure split will expect to be applied to major development is:</u></p> <p>a) 60% <u>per cent</u> Low-Cost Rent products including Affordable Rent, <u>allocated according to need and for households on low incomes, and;</u></p> <p>b) 40% <u>per cent</u> Intermediate <u>products which meet the definition of genuinely affordable housing, including London Living Rent, and London Shared Ownership.</u></p> <p>The Council will:</p> <p>c) Assess the capacity of sites under the threshold to ensure <u>that</u> development is <u>optimised</u> at an optimum capacity;</p>
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- d) Expect affordable housing to be delivered on the application site. Off-site provision or a cash-in-lieu contribution will only be accepted in accordance with London Plan Policy H4(B); exceptional circumstances;
- e) Require an appropriate housing mix in accordance with Policy HOU02, and
- f) In optimising the use of land and site capacity through a design-led approach facilitate delivery of housing to meet the needs of each affordable housing tenure in the London Plan.

~~Innovative housing products that meet the requirements of this Policy will be supported, including approaches that set aside a proportion of homes for critical key workers (as defined by Government^{viii}) on land owned by Government departments and agencies.~~

B. Estate Renewal and Infill

~~On Housing Estates (Policy GSS10) the Council will seek to replace existing affordable housing in accordance with Policy GSS10. whilst considering the specific circumstances of each site, it will facilitate the right of return for existing social rent tenants from estates into new social rent accommodation. Otherwise the Council will provide the new affordable accommodation as Affordable Rent~~

~~With regards to applications for Vacant Building Credit the Council will expect all of the following criteria to be met:~~

- ~~• the building is not in use at the time the application is submitted;~~
- ~~• the building is not covered by an extant or recently expired permission;~~
- ~~• the site is not protected for alternative land use; and~~
- ~~• the building has not been made vacant for the sole purpose of redevelopment.~~

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5.4 Affordable Housing

5.4.3 There are a range of options available for lower-cost or affordable homes for rent or ownership, including:

- Affordable Rent - for households on low incomes, with rent levels that are based on the formula in the government's Policy Statement on Rents for Social Housing. Rent levels for homes let at a social rent use a capped formula in line with the government's policy, and London Affordable Rent homes have a benchmark target set by the GLA.
- London Living Rent – for households on average incomes, this offers a lower rent, which enables people to save for a deposit to buy a home. This is an intermediate affordable housing product with low rents set at ward level by the GLA.
- London Shared Ownership - allows London households to purchase a share of a new home and pay low rent for the remaining portion e.g. purchase 25 per cent % and rent 75 per cent %. This is subject to any other changes on share proportions.
- First Homes – these are a type of Discounted Market Sale (DMS) housing introduced by national planning policy as a product that meets the definition for affordable housing set out in Annex 2 of the NPPF. As a DMS product First Homes falls within the category of intermediate housing where it meets national and Mayoral affordability and eligibility criteria. The Council supports the approach set out in London Plan Policy H6 (Affordable Housing Tenure) which does not preclude the delivery of DMS homes as part of the intermediate affordable housing component, however it does not contain a specific requirement for First Homes or DMS products and does not allow for the prioritisation of First Homes above the tenures set out in Policy H6. Planning Practice Guidance (PPG) does, however, include a specific chapter relating to First Homes. It indicates that First Homes are the Government's preferred discount market tenure and that it should account for at least 25% of all affordable housing units delivered by developers through planning obligations. The progress of the Plan relative to this expectation will be subject to monitoring as set out in Table 21.

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		<ul style="list-style-type: none"> • Other affordable housing products may be offered if they meet the broad definition of Affordable Housing set out in the NPPF and are considered to be genuinely affordable. <p>5.4.4 NPPF (para 63) states that ‘provision of affordable housing should not be sought for residential developments that are not major developments’. A major development is defined in the NPPF as ‘development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more.’</p> <p>5.4.7 National policy requires the Council to set affordable housing targets that are realistic. Particular regard has to be made to development viability. Government does not expect that each major housing application should routinely be subject to viability assessment. <u>In exceptional circumstances where it is considered that the required provision of affordable housing cannot be delivered, a full viability assessment must be undertaken. Such assessment must be verified by a specialist appointed by the Council at the developer’s expense and be made available in full in advance of a decision.</u> Where a viability assessment is required to ascertain the maximum level of affordable housing deliverable on a scheme, the assessment should be undertaken in line with the <u>NPPF, PPG and having regard to the Mayor’s Affordable Housing and Viability SPG. The viability assessment should also have regard to the guidance in the Barnet Supplementary Planning Document on Planning Obligations. This will include reassessment in line with the London Plan.</u></p> <p>5.4.9 The London Plan, Policy H4 sets the strategic target of <u>50 per cent %</u> for affordable housing. Through Policy H5, As part of a fast track approach to delivery, the London Plan also introduces the Threshold Approach to Applications (<u>Policy H5</u>) with an <u>initial</u> minimum threshold of <u>35 per cent %</u> (without public subsidy) on all land other than public sector or designated employment land where <u>50 per cent %</u> is the threshold level unless there is a portfolio agreement with the Mayor. <u>Public sector development land also represents an opportunity to deliver homes that can meet the needs of essential local workers, such as those working in health, fire, police, transport and support services.</u> London Plan Policy H6 sets out the Mayor’s requirements for affordable products. This requires that <u>30 per cent %</u> of new affordable housing should be low cost rental, including Social Rent/ London Affordable Rent; and that a minimum of <u>30 per cent %</u> of affordable housing <u>should be</u> intermediate including, London Living</p>
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		<p>Rent, and London Shared Ownership. In line with London Plan Policy H6 the remaining 40 <u>per cent</u> % of affordable homes should be determined by the Borough based on identified need, the tenure split of 60/40 between rented and intermediate products and in accordance with the Housing Strategy. <u>Affordable homes will be allocated in accordance with need (based on the Council's Housing Allocations Scheme).</u></p> <p>5.4.10 The Council sets out in Policy HOU01 its minimum requirements for affordable housing. <u>Barnet's strategic affordable housing target for 50 per cent of all new homes to be affordable, with a minimum requirement of 35 per cent (or 50 per cent on publicly owned land unless there is a portfolio agreement with the Mayor of London) is consistent with the London Plan. Within the context of the option for the fast track route as set out in Policy H5(C), (D) and (E) London Plan Policy H5 requires that such applications must meet all the following criteria:</u></p> <ol style="list-style-type: none"> <u>1) meet or exceed the relevant threshold level of affordable housing on site without public subsidy;</u> <u>2) be consistent with the relevant tenure split (London Plan Policy H6);</u> <u>3) meet other relevant policy requirements and obligations to the satisfaction of the Borough and the Mayor where relevant; and</u> <u>4) demonstrate that they have taken account of the strategic 50 per cent target in London Plan Policy H4 and have sought grant to increase the level of affordable housing.</u> <p>5.4.10A <u>If the requirements of London Plan Policy H5(C), (D) and (E) are met as part of the fast track route a viability assessment is not required at application stage. Any deviation from the minimum 35 per cent</u> % provision that is not consistent with the required tenure mix will need to be fully justified through a policy compliant viability assessment. Where viability impacts are so great that a reduction in the percentage of affordable housing that can be achieved on site is below 35 <u>per cent</u> %, the Council will seek to pursue the preferred tenure split of 60/40 between rented and intermediate products as set out in Policy HOU01. This is on the basis that the delivery of more affordable tenures that would meet needs is</p>
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		<p>a greater priority than achieving a potentially higher percentage of affordable housing on site that is not consistent with meeting these priority needs.</p> <p>5.4.10B <u>All development must make the best use of land by following a design-led approach (London Plan Policy D3) that optimises the capacity of sites. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The Council will therefore assess the capacity of sites under the major development proposals threshold set out in London Plan Policy H5 to ensure optimum capacity. In undertaking such an assessment it will also seek to prevent the subdivision of site(s) in the same ownership for the purposes of avoiding the threshold for a contribution to affordable housing.</u></p> <p>5.4.11 For all schemes to ensure that a range of affordable homes can be delivered, the basis of calculations for the affordable housing requirement will relate to the number of habitable rooms or the habitable floorspace of the residential development. In schemes where the affordable housing categories involve dwellings with more habitable rooms per dwelling than market provision, or different sizes of habitable rooms within different tenures, it is more appropriate for the calculation of the affordable housing proportion to be in terms of habitable floorspace. Applicants should therefore present affordable housing figures as a percentage of total residential provision in habitable rooms, units and floorspace to enable comparison. The Council expects that the percentage of affordable housing on a scheme should be measured in habitable rooms to ensure that a range of sizes of affordable homes can be delivered, including family-sized homes. Habitable rooms in affordable and market elements of the scheme should be of comparable size when averaged across the whole development. If this is not the case, it may be more appropriate to measure the provision of affordable housing using habitable floorspace. Applicants should present affordable housing figures as a percentage of total residential provision in habitable rooms, units and floorspace to enable comparison. This requirement is consistent with London Plan (para 4.5.3).</p> <p><u>5.4.11A In optimising the use of land and site capacity through a design-led approach the Council will support housing products that facilitate delivery of housing to meet the needs of each affordable housing tenure outlined in the London Plan. Minimum residential space standard requirements based on the</u></p>
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		<p>minimum gross internal floor area (GIA) relative to the number of occupants apply to all new residential development. The Council expects these standards to drive innovation in the design of new homes that respond to housing needs in the Borough.</p> <p>5.4.12 The Government introduced Vacant Building Credit (VBC) in 2014. This applies to sites where a vacant building is brought back into any lawful use, or is demolished to be replaced by a new building. VBC reduces the requirement for affordable housing contributions based on the amount of vacant floorspace being brought back into use or redevelopment. In assessing the applicability of VBC the Council will expect all of the following criteria to be met:</p> <ul style="list-style-type: none"> • the building is not in use at the time the application is submitted; • the building is not covered by an extant or recently expired permission; • the site is not protected for alternative land use; and the building has not been made vacant for the sole purpose of redevelopment. <p>5.4.13 As highlighted by Policy GSS10 Estate Renewal and Infill, the renewal and infill of housing estates in Barnet is an important element of the Council's continuing approach to reducing spatial inequalities. The Council is progressing estate renewal across the Borough, successfully regenerating housing estates such as Stonegrove. Such estates will continue to play a significant role in successful place making and new homes delivery. The re-provision of affordable housing is complex and estate regeneration must take account of the specific circumstances of each site, including local infrastructure needs, local housing need in respect of tenure mix, affordability and tenure size, place-making, viability and the nature of the surrounding area. Within the housing estate subject to <u>renewal and infill</u> regeneration the Council will, with existing social rent tenants, facilitate their right of return to the estate into new social rent accommodation. Otherwise the Council will replace existing social rent housing, ensuring no net loss of floorspace, with new affordable accommodation <u>in accordance with the affordable housing tenures in the London Plan as Affordable Rent</u>.</p>
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		<p>5.4.14 Affordable housing provision is normally required on-site. In exceptional circumstances off-site provision may be acceptable where it can be robustly demonstrated that affordable housing cannot be delivered on-site or where an off-site contribution would better deliver mixed and inclusive communities than an on-site contribution. Cash in lieu contributions should only be used where there is detailed evidence to demonstrate that on-site affordable housing is not practical, off-site options have been considered and that such a contribution will not be detrimental to the delivery of mixed and inclusive communities. <u>As set out in London Plan (para 4.4.9) affordable housing should only be accepted as an off-site contribution in exceptional circumstances where it can be robustly demonstrated that affordable housing cannot be delivered on-site or where an off-site contribution would better deliver mixed and inclusive communities than an on-site contribution.</u></p>
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MM 34	<p>Chapter 5 Housing</p> <p>Policy HOU02 and consequential changes to supporting text.</p> <p>Paras 5.5.3, 5.5.4, 5.5.4A, 5.5.5, 5.5.8, 5.5.9, 5.5.10 & 5.5.11. Table 6 (as submitted) Table 7 (as submitted)</p>	<p>Policy HOU02 Housing Mix</p> <p>In order to deliver safe, strong and cohesive <u>mixed and inclusive</u> neighbourhoods <u>the Council will support proposals development should which provide a mix of dwelling types and sizes to help meet current and future housing needs.</u> in order to create sufficient choice for a growing and diverse population across all households in the Borough.</p> <p>In protecting existing housing stock across Barnet the Council will manage the conversion of residential dwellings through Policy HOU03.</p> <p><u>A. Dwelling Size Priorities</u></p> <p>Barnet <u>The Council's dwelling size priorities are set out in Table 7. All housing schemes are expected to include a proportion of family sized homes and reflect these dwelling size priorities unless it can be robustly demonstrated that a variation to the preferred mix is justified on a site specific basis.</u></p> <p>For market homes for sale and rent – 3 bedroom (4 to 6 bedspaces) properties are the highest priority, homes with 2 (3 to 4 bedspaces) or 4 bedrooms (5 to 8 bedspaces) are a medium priority.</p> <p>For Affordable Homes (see Policy HOU01 and supporting text):</p> <p>the smallest 2 bedroom property in this tenure is required to provide a minimum of 4 bed spaces in accordance with the residential space standards in Table 9</p> <p>2 and 3 bedroom properties are the highest priority for homes at Low Cost Rent.</p> <p>3 bedroom properties are the highest priority for homes at a London Living Rent.</p> <p>2 bedroom properties are the highest priority for homes at an Affordable Rent / Low Cost Home Ownership.</p> <p>These dwelling size priorities will be subject to periodic review and update when new assessments of housing need are commissioned.</p>
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~~Through the Authorities Monitoring Report (AMR) the Council will set out progress on delivering these priorities and building the right homes for the next generation. The AMR will inform the Council's consideration of dwelling mix on a site by site basis.~~

In applying the dwelling size priorities ~~preferred housing mix~~ the Council will consider the following criteria:

- a) Site size, surrounding context (including town centre location), PTAL ~~and character~~, mix of uses and Range of tenures ensuring site optimisation that is consistent with London Plan policies H1, H4 H5 and H10;
- b) Provision of Build to Rent (see London Plan Policy H11);
- c) Viability (in alignment with London Plan Policy DF1); and
- d) Potential for custom-build and community led schemes.

B. Specialist Housing Schemes

~~Innovative housing products that meet the requirements of this Policy will be supported.~~

The Council will consider applying flexibility for Specialist Housing schemes supported by Policy HOU04.

5.5 Ensuring a Variety of Sizes of New Homes to meet Housing Need

5.5.3 The Housing Strategy highlights that the Borough has a rising and ageing population, house prices and private rent levels are high, and there is a lack of genuinely affordable housing to meet need, with growing challenges in the supply of accommodation. The Council will seek to ensure that housing choices are available to address the housing needs of all sectors of the community, making sure that development proposals do not deter shared or multi-generational usage, particularly with an ageing population, to ensure the delivery of truly mixed communities in neighbourhoods for all ages. Innovative

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		<p>design to increase housing choice in addressing housing needs is encouraged by the Council. Developments that can create intergenerational communities provide a basis for mutual support and offer real opportunities to develop new ways to help meet social care and support needs.</p> <p>5.5.4 With high levels of planned housing growth and a changing population a key concern for the Council is that residents are able to secure access to the right accommodation in the right place. It is important that the size and mix of the new homes delivered will reflect the changing demographic and economic make-up of Barnet providing opportunities to increase as well as down-size. In getting it right the Council will consider a range of issues including site size, surrounding context (including town centre location), as well as PTAL and character. Other factors to consider are the proposed mix of uses, the range of housing tenures and any potential for custom-build and community led schemes. Innovative housing products that are in line with Policy HOU02 will normally be supported. <u>In considering Specialist Housing schemes that are supported by Policy HOU04 the Council will apply flexibility with regards to the application of the dwelling mix.</u></p> <p>5.5.4A <u>The Council in supporting Build to Rent expects such developments to provide real housing choice as a successful tenure. It acknowledges that the distinct economics of Build to Rent can be impacted by increases in the number of large units within a scheme. In applying HOU02 to Build to Rent proposals the Council will consider the demand for new rental stock in accessible locations where Build to Rent is particularly well suited and it will have regard to viability in line with London Plan Policy DF1. This demand is typically much greater for one and two beds than in other tenures.</u></p> <p>5.5.5 According to the Authorities Monitoring Report^{ix} (AMR) one and two bedroom homes remain the dominant type of accommodation delivered in Barnet, accounting for 78% <u>per cent</u> of new homes overall and 86% <u>per cent</u> of flats. In the past a family property would traditionally consist of three bedrooms or more. Many families now live in two bedroom accommodation. Table 9 <u>8 Minimum Residential Space Standard Requirements</u> sets out minimum space <u>requirements including bedrooms, bedspaces and built in storage space</u> for all new self-contained accommodation. Well-designed two bedroom properties of between 70m² and 79m² gross internal floor area^x can now be considered as family homes as they are</p>
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		<p>capable of accommodating 4 bedspaces. In assessing the size of new homes the AMR will reflect the number of bedspaces as well as <u>bedrooms within homes</u>.</p> <p>5.5.8 Priorities for the Council are to deliver well designed new homes while also protecting the stock of family houses. Providing family homes, with space for growing households, in Barnet will help to encourage such households to remain in the Borough. Delivering (and retaining) homes that are family friendly and capable of providing housing choices for young people and older residents as well as being flexible in addressing the needs of homeworkers^{xi} are a mainstay of the Local Plan. <u>Key considerations in ensuring an appropriate dwelling mix include site size, surrounding context (including town centre location), PTAL and character, mix of uses and range of tenures as part of overall site optimisation. Other factors include provision of Build to Rent housing and scheme viability as well as the potential for custom-build and community led housing schemes.</u></p> <p>5.5.9 In order to protect affordable business space as well as ensure that development produces good quality residential accommodation the Council has introduced Article 4 Directions^{xii} to better manage permitted development particularly for the conversion of commercial premises to residential. While permitted development continues its association with substandard accommodation the Council will consider further Article 4 directions.</p> <p>5.5.10 The Mayor's Strategic Housing Market Assessment (SHMA) 2017 highlights that one bedroomed units are the largest requirement for market as well as social rented housing in London. This contrasts with the findings of Barnet's SHMA published in 2018. On the basis of evidence on recent household formation, in-migration, out-migration and projected household dissolution the Barnet SHMA has identified housing mix requirements by dwelling size and tenure type over the next five years for the Borough. The dwelling size priorities will guide the mix of housing sought across Barnet and provide a basis for determining the mix of homes on individual sites. These priorities will be subject to periodic review and update when new assessments of housing need are commissioned.</p> <p style="text-align: center;">Table 6-7 - Full Objectively Assessed Need for Housing Size by Tenure^{xiii}</p>
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Unit Size	Market Housing
1 bedroom	6%
2 bedrooms	24%
3 bedrooms	40%
4 bedrooms	25%
5+ bedrooms	5%
Total Market Housing	100%
	Affordable Housing
1 bedroom	13%
2 bedrooms	43%
3 bedrooms	27%
4 bedrooms	13%
5+ bedrooms	4%
Total Affordable Housing	100%

5.5.11 Table 6 ~~7~~ shows a particular need for 2, 3 and 4 bedroom properties across all tenures. There is a significant need for family sized housing to be provided as part of any market housing mix. Barnet's SHMA highlighted that for low cost rent and intermediate affordable housing products the greatest needs (in terms of dwelling size) was for 2 and 3 bedroom properties. The Housing Strategy in partnership with the Local Plan will ensure an up to date understanding of the tenures being delivered across all development within the Borough, helping to influence the supply from registered providers and private developers against the levels of housing need. To reflect on change within housing needs in Barnet the size priorities for affordable properties will be informed by an annual assessment of the Housing Needs Register. Around 70 per cent of the need for affordable homes in Barnet is for 2 and 3 bedroom properties. This is slightly more than for same sized market homes. Barnet's SHMA highlighted that the smallest element of need across market and affordable housing was for houses with 5 bedrooms or more. ~~Table 7 provides a further tenure breakdown by size. This covers low cost rent (households who~~

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~~cannot afford London Living Rent) and intermediate housing (London Living Rent and Affordable Rent) as components of affordable housing. Households that can afford Affordable Rent are also more able to access Low Cost Home Ownership products such as shared ownership.~~

Table 7 – Objectively Assessed Need for Affordable Housing Tenure by Size^{xiv}

Unit Size	Low-Cost Rent	Intermediate	
	Cannot afford London Living Rent	Can afford London living rent / Cannot afford Affordable Rent	Can afford Affordable Rent / Low-Cost Home Ownership
	%	%	%
1 bedroom	15	4	15
2 bedrooms	43	33	53
3 bedrooms	27	39	23
4 bedrooms	12	21	7
5+ bedrooms	3	6	2
Total	100	100	100

MM 35 Chapter 5 Housing
 Policy HOU03 and consequential changes to supporting text
 Paras 5.6.1, 5.6.4 to 5.6.7.

Policy HOU03 Residential Conversions and Re-development of Larger Homes

~~To effectively manage housing growth and ensure that residential conversions do not have a detrimental impact on the character and amenity of local areas, the Council will permit the conversion of larger homes into smaller self-contained residential units (C3) where all of the following apply. The Council will optimise the potential for housing delivery from residential conversions and the re-development of larger homes subject to the following criteria :~~

A. It is located within 400 metres walking distance of a major or district town centre (in accordance with Policy TOW01) or it is located in an area with a PTAL of 5 or more. Sites

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		<p><u>have existing or planned public transport access levels (PTALs) 3-6 or are located within 800m walking distance of a station or town centre boundary;</u></p> <p>B. The conversion proposal provides at least one larger family sized home of 74 m² or more (gross internal floor area) and capable of providing with 3 bedrooms <u>that is capable of providing 4 bedspaces on the ground floor</u> with access to a dedicated rear <u>private</u> garden; of the converted home.</p> <p>C. The original gross internal floor area of the property (<u>at time of application</u>) <u>should not be less than 135m² exceeds 130m²</u> where 2 self-contained residential units or more are proposed. <u>Where possible, at least 61m² of gross internal floorspace is required for each additional dwelling proposed;</u></p> <p>D. The property is not in a road that is largely characterised by large houses and that no significant loss of character or amenity occurs to the area as a result of increased traffic, noise and general disturbance. <u>Proposals will be supported, provided that they do not have an unacceptable impact upon the surrounding character of the area and where there is no unacceptable impact on the amenity of occupiers of neighbouring properties of the area;</u></p> <p>E. A good standard of living conditions and amenity for future occupiers in terms of privacy, daylight and outlook is provided;</p> <p>F. Minimum Car and cycle parking provision in accordance with <u>requirements of Policy TRC03;</u> <u>and</u></p> <p>G. Proposals meet London Plan residential space standards (Policy D6) and the criteria set out in Policy CDH01.</p>
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The Council will apply these criteria to any proposals for the demolition and redevelopment of larger homes.

5.6 Residential Conversions and Redevelopment of Larger Homes

5.6.1 The Council's Growth Strategy highlights that in delivering new homes for the growing population greater emphasis will be placed on locations with good public transport accessibility such as town centres. Sustainable housing growth will contribute to thriving town centres. ~~However, the loss of existing family size housing can be difficult to offset through the provision of newbuild family accommodation in new housing developments which will be predominantly located in town centres.~~

5.6.3 As part of the Local Plan evidence base the Council has assessed the impact of residential conversions, defined as a form of development that involves the replacement, extension or conversion of existing buildings^[1]. This includes redevelopment of larger homes. The conversion of existing dwellings into flats or Houses in Multiple Occupation (HMO) can have a cumulative effect of added pressure on ~~off-street~~ on-street car parking and local services. Residential conversions may be appropriate in certain types of property or street, particularly where they are highly accessible; however, even in such locations they can harm the character of areas by changing external appearance and increasing activity. Such activity can often involve more noise, waste, overcrowding, people movements and increased vehicular movements.

5.6.4 Notwithstanding the Local Plan's definition of family accommodation at para 5.5.5, the Council's approach to proposals for conversion or re-development of larger homes seeks provision of a minimum of one unit comprising 3 bedrooms and capable of providing 4 bedspaces and is necessary in order to prioritise delivery of family homes from the existing housing stock. ~~In order to manage the existing stock of homes the Council seeks to restrict the conversion of family accommodation into smaller self-contained dwellings. On the basis of the Residential Conversion Study A threshold of 135m² 130m² gross original internal floor area has been set as the smallest floorspace allowance (at the time of application) that could successfully incorporate two self-contained units respectively.~~ This size is used to

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		<p><u>ensure that the proposed dwellings within the development would be London Plan Policy D6 space compliant. It is equivalent to a minimum of one 3 bedroom (4 bedspace) unit and one 2 bedroom (3 bedspace) unit as set out in Table 9 8 – Minimum Residential Space Standard Requirements. This is necessary, in order to mitigate the further erosion of family accommodation, whilst also addressing the needs identified at Table 7, Policy HOU03 requires that a family sized home (comprising 3 bedrooms and capable of providing 4) of at least 74m² gross internal floor area providing 3 bedrooms^{xv} is included within any proposed conversion to self-contained flats. This family sized home should be on the ground floor and have access to a dedicated rear garden. Where possible, at least an additional 61m² of gross internal floorspace (capable of providing 3 bedspaces) is required for each additional dwelling proposed.</u></p> <p>5.6.5 Where conversions are deemed acceptable any external alterations should seek to minimise their impact on the external appearance of the property and local character. Conversions must deliver London Plan residential space standards and also be able to satisfactorily address all other relevant policies in the Local Plan including the need to consider the dwelling size priorities set out in Policy HOU02 and the approach to parking requirements management set out in Policy TRC03. Further <u>detail and guidance on conversions is set out in the Residential Design Guidance SPD which will be replaced by the forthcoming Sustainable Design and Development Guidance SPD.</u></p> <p>5.6.6 Converted residential properties are generally more intensely used and therefore are more appropriate in areas with good public transport accessibility and access to local services. <u>In order to optimise the potential for housing delivery from residential conversions and the re-development of larger homes and be consistent with London Plan Policy H1 the Council’s preferred locations for this form of development are sites that have existing or planned public transport access levels (PTALs) 3-6 or are located within 800m walking distance of a station or town centre boundary. Proposals will be supported, relative to the surrounding character of the area and where there is no unacceptable impact on the amenity of occupiers of neighbouring properties of the area. Key considerations will be that the property is not in a road that is largely characterised by large houses, whereby the loss of such a dwelling would unacceptably alter the prevailing character, and that no significant loss of character or amenity would otherwise occur to the area as a result of increased traffic, noise and/or general disturbance arising from</u></p>
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		<p>the conversion or re-development of the larger home. Areas around Barnet's Town Centres and places with a PTAL score of 5 or more are the preferred locations where conversions are considered appropriate. These locations are areas where roads are not largely characterised by larger homes and where conversions will contribute to an increase in the mix and type of dwellings available without being detrimental to local character and amenity.</p> <p>5.6.7 Areas outside of these preferred locations are considered more appropriate for families and allow for the provision of larger homes. Increasing the provision of larger homes in accordance with Policy HOU02, whilst continuing to resist the loss of existing larger homes should help ensure that the dwelling stock remains balanced in Barnet and capable of providing housing choice.</p>
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MM 36	<p>Chapter 5 Housing</p> <p>Policy HOU04 and consequential changes to supporting text.</p> <p>Paras 5.7.1, 5.7.2, 5.10.1, 5.10.5, 5.10.6, 5.10.7, 5.12.5, 5.12.6, 5.12.6A, 5.13.1, 5.13.3, 5.13.8, 5.13.9, 5.14.2 & 5.14.3.</p>	<p>Policy HOU04: Specialist Housing – <u>Older Persons Housing</u>, Housing choice for people with social care and health support needs, Houses in Multiple Occupation, Student Accommodation and Purpose Built Shared Living Accommodation</p> <p><u>A: Older Persons Housing</u> <u>The Council will support proposals for specialist older persons housing (in accordance with London Plan Policy H13 - Specialist older persons housing) that contribute to meeting the indicative benchmark of 275 new specialist older persons homes per annum.</u></p> <p><u>B. Housing Choice for People with social care and health support needs</u> <u>The Council will support P</u>proposals for people with social care and health support needs <u>which should :</u></p> <p>(a) In meeting an identified need and <u>and</u> help people to live independently; deliver older persons housing as guided by the indicative benchmark of 275 new specialist older persons homes per annum and the tenure priorities set out in Table 8;</p> <p>(b) Demonstrate that they will not have a harmful impact on the character and amenities of the surrounding area;</p> <p>(c) Be are <u>located in areas within 400m walking distance of local shops and that are easily accessible by public transport with PTALS of 3 to 6, and have access to local shops, community infrastructure and health care;</u></p> <p>(d) Pprovide adequate communal facilities including accommodation for essential staff on site;</p> <p>(e) Deliver affordable and accessible accommodation in accordance with London Plan policies H4, H5 and D7;</p> <p>(f) Support the remodelling of residential care homes to other forms of special accommodation in order to widen housing choice, support healthy and independent lives and to reduce over supply; and</p> <p>(g) provide ensure that <u>vulnerable residents with benefit from a</u> housing choice; and</p> <p>(h) <u>ensure</u> that additional residential care home provision is only supported when evidence of local need can be demonstrated.</p>
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C. Houses in Multiple Occupation (HMO)

Proposals for new HMOs will be supported where they meet the following criteria must:

- (a) it is Ddemonstrated that they meet the requirements of the Council's HMO Additional Licensing Schemes and comply ~~complies~~ with any relevant standards for Houses in Multiple Occupation;
- (b) it is demonstrated that they Mmeet an identified need and ~~demonstrate~~ that they do not create a harmful concentration of such a use in the local area. A harmful concentration is defined as where three or more of the ten nearest properties are HMOs;
- (c) ~~Ddemonstrate~~ that they will not have a harmful impact on the character and amenities of the surrounding area. A HMO Management Plan may be sought to protect living conditions for residents and occupiers of neighbouring properties; and
- (d) ~~Be~~ are easily accessible by public transport, cycling and walking.

Where an existing HMO is of a reasonable standard it will be protected unless it is demonstrated that there is no local need for such accommodation.

D: Student Accommodation

Proposals for purpose-built and accredited student accommodation should demonstrate that:

- (a) they are located within an area, including town centres and main thoroughfares, that is also accessible by public transport, cycling and walking;
- (b) they meet an identified local or strategic need from higher educational establishments (as defined by London Plan Policy H15) within Barnet or Central London ~~that are easily accessible by public transport, cycling or walking;~~

~~they are located within an area, including town centres and main thoroughfares, that are also accessible by public transport, cycling and walking;~~
- (c) the use of accommodation is secured for students of one or more specified higher education institutions through a nomination agreement;

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(d) a Student Management Plan, that acts as a code of conduct in managing the student housing, is agreed with the Council. Proposals involving the alternative use of the accommodation outside term time should also agree a Non-Student Management Plan to mitigate any potential impacts of the alternative use.

(e) delivery of affordable student accommodation is in accordance with London Plan Policy H15;

(f) the accommodation provides adequate functional living space and layout and

(g) at the neighbourhood level, the development contributes to a mixed and inclusive community.

E: Purpose Built Shared Living Accommodation

~~Any p~~Proposals for large-scale purpose-built shared living accommodation will be expected to demonstrate how they are meeting an identified housing need and contribute to safe, strong and cohesive neighbourhoods. ~~Proposals will be expected to meet all criteria in London Plan Policy H18 H16 and the following Barnet specific requirements:~~

- a) demonstrate how they are meeting an identified housing need; and
- b) provide a management plan that, to the satisfaction of the Council, will appropriately mitigate potential harm to residential amenity.

All specialist housing proposals will be expected to meet the highest standards of accessible and inclusive design in accordance with London Plan Policies D5 - Inclusive Design and D7- Accessible Housing.

5.7 Specialist Housing

5.7.1 Barnet's Adult Social Care – the Right Home Commissioning Plan sets out the Council's intentions for accommodation and support services for adults with additional needs, including those who are aged

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		<p><u>over 65 years with dementia and learning disabilities, and those aged 18-64 with learning disabilities and autism, physical disabilities and sensory impairment, and or mental health needs.</u></p> <p><u>5.7.2 London Plan (Policy H13) sets out requirements for the delivery of specialist older persons housing. Barnet has been set an indicative benchmark of 275 units per annum for C3 housing, which is the highest of all the London boroughs. The London Plan highlights the increasing need for accommodation suitable for people with dementia and that in delivering specialist older persons housing the Council should have regard to local housing needs information including data on the local type and tenure of demand, and the indicative benchmarks. Sites for such housing need to be well-connected in terms of contributing to an inclusive neighbourhood, having access to relevant facilities, community infrastructure and health care, and being well served by public transport.</u></p> <p>5.10 Housing choice for vulnerable people</p> <p>5.10.1 The Council retains a responsibility for young people (of up to 25 years) with special educational needs and disabilities. As more young people with complex needs approach adulthood, there is a need to help them live as independently as possible within the community. Accommodation based support including the right assistive technology together with good quality, well designed group or clustered housing is the approach the Council will take to address this need. This may be a mix of new housing but the Council is also considering opportunities for re-design of existing supported housing provision. <u>The Council will continue to develop innovative solutions to increase the supply of suitable accommodation for young people leaving care, including options to increase affordability and maximise the likelihood of positive tenancy sustainment.</u></p> <p>5.10.5 Any new extra care housing and care homes for older people should be more <u>easily accessible to local shops, community infrastructure and health care than other residential developments, to take account of the specialised nature of those forms of accommodation insofar as they commonly meet the needs of a higher proportion of people with disabilities and/or reduced mobility. It follows that those types of development should have access to public transport (in areas with PTAL of 3 to 6) and typically be within a reasonable walking distance (of around 400 metres) to local shops, local centre or town centre.</u></p>
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~~within reasonable walking distance, defined as 400m, from a local parade of shops, / local centre or town centre. Providing communal space on site, both for visitors and staff, supports the provision of high quality care for older people, facilitating visits from friends and family that they value highly. Ensuring adequate facilities for staff will help support them in providing a service. Schemes that can act as multi-purpose community facilities hubs will be of particular interest. within 400m walking distance of local shops and easily accessible by public transport~~

~~5.10.6 The modelling of older people’s specialist housing need is complex, which can lead to differing outputs. Bed spaces in residential institutions (Use Class C2) are not currently counted as part of the housing supply. Barnet’s SHMA identifies the future need for older persons housing broken down by tenure and type, as outlined in Table 8 (e.g. sheltered, enhanced sheltered, extra care and, registered care).~~

Table 8 – Additional modelled demand for Older Persons Housing up to 2036^{xvi}

Tenure		%
Traditional Sheltered		23
Extra Care	Owned	12
	Rented	6
Sheltered plus or Enhanced Sheltered	Owned	4
	Rented	4
Dementia		3
Leasehold Schemes for the Elderly		48
Total		100

~~5.10.7 The London Plan provides annual benchmarks for the delivery of specialist older persons housing. Barnet has been set an indicative benchmark of 275 units per annum for C3 housing, which is the highest of all the London boroughs. The London Plan highlights the increasing need for accommodation suitable for people with dementia and that in delivering specialist older persons housing the Council should have regard to local housing needs information including data on the local type and tenure of demand, and the indicative benchmarks. Sites for such housing need to be well-connected in~~

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		<p>terms of contributing to an inclusive neighbourhood, having access to relevant facilities, social infrastructure and health care, and being well served by public transport.</p> <p>5.12 Houses in Multiple Occupation</p> <p>5.12.5 HMOs are an important source of low cost, private sector housing for students, those on low incomes and those seeking temporary accommodation. Many people living in this type of housing will only be able to afford shared accommodation (either with or without housing benefit support). For this reason the <u>loss conversion of HMO dwellings that meet the Council's standards) including conversion to self-contained flats will be resisted as this impacts the choice and affordability of housing in the Borough. Applicants for such conversions will be expected to demonstrate the absence of need for this type of accommodation.</u></p> <p>5.12.6 An important <u>Key</u> considerations for determining <u>new</u> HMO applications is include whether proposals <u>have good accessibility by public transport (PTAL 3 to 6), cycling and walking or will could</u> reduce mix, inclusivity and sustainability of a neighbourhood, for example whether additions to an existing concentration of HMOs could skew the population towards particular groups or lifestyles <u>have an unacceptable impact on the prevailing residential character of the area. For Houses in Multiple Occupation a harmful concentration is defined as where three or more of the ten nearest properties are Houses in Multiple Occupation.</u> The potential harm to nearby residential amenity is also an important consideration, for example from residents congregating in outside areas close to other homes <u>with an increased intensity of activity and potential for noise and disturbance when compared with other forms of residential accommodation.</u> Where appropriate the Council will seek a planning obligation to protect amenity through an HMO Management Plan. <u>If a Management Plan is requested it should demonstrate how any harm to the living conditions of residents and occupiers of neighbouring properties is appropriately mitigated.</u></p>
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		<p data-bbox="295 248 1733 320"><u>5.12.6A In considering proposals for new HMO the Council will ensure that the approach within Policy HOU03 of prioritising family housing needs is not undermined.</u></p> <p data-bbox="295 352 748 379">5.13 Student Accommodation</p> <p data-bbox="295 411 1769 643">5.13.1 London's higher education institutions make a significant contribution to the economy and labour market. <u>Locations such as town centres with good public transport accessibility (PTAL 3 to 6),</u> connections are considered more appropriate for student accommodation. Developers intending to build new student housing should demonstrate need that links with London's higher educational institutions, in particular local and Central London establishments that are easily accessible by public transport, cycling or walking. This should be secured through a nomination agreement.</p> <p data-bbox="295 675 1769 946">5.13.3 Barnet's higher education establishments are located predominantly in the west of the Borough. The Council is working with Middlesex University at the Hendon campus in order to assess the potential of the Council's and University's land-holdings and allow for the regeneration and optimisation of the estate, including increased provision of suitable accommodation to meet the needs of students, ensuring that development contributes to a mixed and balanced neighbourhood. This joint work and the planning approach to being taken forward through The Burroughs and Middlesex University Supplementary Planning Document.</p> <p data-bbox="295 978 1769 1209">5.13.8 The London Plan highlights <u>at para 4.1.9</u> that net non-self-contained accommodation for students and shared living schemes should count towards meeting housing targets on the basis of a 3:1 <u>2.5:1</u> ratio, with three <u>two and a half</u> bedrooms being counted as a single home. Previously one bedroom space equalled one housing unit. Although the proportionate contribution to meeting housing targets will be reduced, such accommodation still has an important role to play in widening housing choice and addressing need.</p> <p data-bbox="295 1241 1769 1380">5.13.9 Unlike other low-income households, students are not eligible for welfare payments (such as housing benefit) and would not be allocated affordable housing; therefore, student households are also excluded from the assessment of affordable housing need. The Council will seek to secure through <u>planning obligations / legal agreements,</u> S106-contributions to student housing at rent levels which are</p>
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		<p>affordable to the wider student body. London Plan Policy H157 requires at least 35 <u>per cent</u> % of bedrooms delivered to be secured as affordable student accommodation, which is defined through the Mayor's Academic Forum.</p> <p>5.14 Purpose Built Shared Living Accommodation</p> <p>5.14.2 Proposals for large-scale purpose-built shared living developments are more likely to come forward as an alternative to sharing a flat or house. Such developments in planning terms are Sui Generis. non self-contained market housing. The Council will only support such proposals when it is demonstrated that they meet an identified housing need and <u>they</u> it contributes to a safe, strong and cohesive <u>mixed and inclusive</u> neighbourhood, with <u>the Management Plan demonstrating no harmful impact on the character and amenities</u> how any harm to the residential amenity of the surrounding area is appropriately mitigated.</p> <p>5.14.3 A Management Plan must be produced and submitted with the planning application showing how the whole development will be managed and maintained to ensure the continued quality of the accommodation, communal facilities and services, and that it will positively integrate into the surrounding communities. The agreed Management Plan should be secured through a Section 106 agreement. Any such proposal will be assessed in accordance with London Plan Policy H18 Large scale purpose built shared living.</p>
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MM 37	<p>Chapter 5 Housing</p> <p>Policy HOU05 And consequential changes to supporting text</p> <p>Paras 5.15.1, 5.15.1A,</p>	<div style="border: 2px solid green; padding: 10px;"> <p>Policy HOU05 Efficient Use of Barnet's Housing Stock</p> <p>The Council will ensure the efficient use of Barnet's housing stock in addressing identified housing needs.</p> <p>1. A. <u>Development resulting in the net loss of residential accommodation will not be supported only in limited circumstances, where permitted unless:</u></p> </div>
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5.15.2, 5.15.3 & 5.15.5		<p>a) the proposed use is for <u>the provision of social, physical or green infrastructure; a local community facility (children's nursery, educational or health use) where</u></p> <p>b) a local need <u>for that social, physical or green infrastructure</u> can be clearly demonstrated, <u>and; demand for the local community facility cannot be met within the Council's preferred locations for such uses (see Policy CHW01) and</u></p> <p>c) <u>the proposed use</u> is not detrimental to residential amenity.; or</p> <p>d) The location is no longer viable for residential use; or</p> <p>e) The location involves Estate Renewal and Infill with demolition of housing and estates (see Policy GSS10) which provides for the net replacement of the total residential units; or</p> <p>f) The location is within a Growth Area, Town Centre or Local Centre which provides for the net replacement of the total residential units.</p> <p>2. The Council will utilise its regulatory powers to reduce the number of vacant dwellings and bring them back into use.</p> <p>3. B The Council will protect housing from permanent conversion to 'short-stay <u>holiday rental accommodation that is used for more than 90 days a year</u>'.</p> <p>4. C Opportunities for the temporary (meanwhile) use of vacant buildings or land awaiting longer term development for a socially beneficial purpose, are encouraged. <u>Such temporary (meanwhile) accommodation should not have an unacceptable impact on residential amenity or prevent sites from being redeveloped in a timely fashion.</u></p>
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5.15 Efficient Use of Barnet's Housing Stock

5.15.1 Barnet is expected to deliver a minimum of 35,460 new homes within the lifetime of the Local Plan. This is one of the most challenging housing targets in London. Ensuring the efficient use of the housing stock, delivering new homes as well as protecting existing ones, is an appropriate approach to meeting this requirement need and is supported by London Plan Policy H9 – Ensuring the best use of stock.

5.15.1A Key priorities of Barnet's Housing Strategy, together with the Homelessness and Rough Sleeping Strategy 2023-28, is to prevent homelessness as well as ensure a sufficient supply of accommodation. This includes bringing empty properties back into use and addressing specialist housing needs. There is also a need to provide support for people who are or have been homeless.

5.15.2 It is recognised that there may be ~~specific-limited~~ circumstances where the loss of residential uses may be acceptable subject to consideration of how it will be replaced. Proposals will be required ~~Changes of use may be permitted where a clear local need can be to demonstrated~~ an identified need to provide community infrastructure such as health facilities, a children's nursery or educational use. The Council strongly supports the provision of community uses within Barnet's town centres. ~~This is reflected throughout this Local Plan, particularly within Policies CHW01, TOW01 and TOW02. Therefore,~~ Any proposal that involves the replacement of residential units with community uses should be of a small scale and will be considered on its merits having regard to the impact on the amenity of residents, car parking and traffic. In considering such proposals the Council will seek opportunities through appropriate design solutions to re-provide or increase on-site residential floorspace. The Council also recognises that there may be circumstances where physical infrastructure such as a significant transport improvement, and green infrastructure such as improving accessibility to an open space necessitates the loss of homes.

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		<p>5.15.3 Long term vacant dwellings (over 6 months) can compromise the supply of homes for people to live in as well as erode community cohesion. <u>The Council will utilise its regulatory powers to reduce the number of vacant dwellings and bring them back into use.</u> The Council <u>It</u> investigates why homes are vacant and seeks where possible to bring them back into use. <u>The Council operates an Empty Property Grant scheme to support homeowners within Barnet to help bring properties back into use. This can help provide a source of income to those homeowners who are going into care.</u> In cases where the owner will not work with the Council the appropriate enforcement action will be taken ranging from service of minor work notices to compulsory purchase.</p> <p>5.15.5 The Council will work with developers and landowners to identify appropriate sites for meanwhile uses. These meanwhile uses can include temporary housing on land that is awaiting longer term development. Temporary housing can be provided in precision manufactured homes which are capable of being delivered and removed quickly as well as reused on other sites. Such temporary accommodation should not have an unacceptable impact on residential amenity or prevent sites from being redeveloped in a timely fashion. The quality of such homes must meet the policy requirements of the Local Plan.</p>
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MM 38	Chapter 5 Housing Policy HOU06 And consequential changes to supporting text. Sections 5.16, 5.17 & 5.18	<p>5.16 Meeting other Housing Needs</p> <p>5.17 Build to Rent</p> <p>The Local Plan takes a positive approach to Build to Rent as a product that helps to widen housing choice in Barnet. In considering this form of housing the Council's approach will reflect Barnet's distinctive economic position based on rent rather than sales. Build to Rent schemes tend to require a minimum amount of dwellings (of over 50 units) to be attractive to institutional investors.</p> <p>As part of the Council's plans for Brent Cross delivery of a Build to Rent scheme is supported (see Policy GSS02). Opportunities for Build to Rent, on specific sites with large capacities, have been identified in the Schedule of Proposals (Annex 1) Build to Rent has been highlighted as an appropriate use in its contribution to faster build out rates as well as widening housing choice. The Council will require contributions from Build to Rent proposals to affordable housing in accordance with London Plan Policy H11. This should be in the form of Discounted Market Rent units delivered at a genuinely affordable rent level. Such provision of affordable housing should be in perpetuity.</p> <hr/> <p>5.18 Self-Build and Custom Build</p> <p>The Self Build and Custom Housebuilding Act 2015 widened the ability for people to build or commission their own home. The supply of self and custom build plots is typically very small scale, usually infill between existing dwellings, or in rear gardens. Barnet has a responsibility to allow for the needs of people who want to build their own homes; therefore, persons wanting to either self build or custom build their homes will be supported where it accords with the policies in this Local Plan. Since April 2016 the Council has maintained a Self-Build Register to account for those wishing to build their own home.</p>
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The 2015 Act requires the Council to have regard to demand for Self Build when undertaking planning functions. Entrants on the Register^{xvii} represent an exceptionally small proportion of Barnet's objectively assessed housing need. The Council has therefore not allocated any specific sites in the Schedule of Proposals for self-build and custom housebuilding. The Council will keep this under review. The Council will support Neighbourhood Plans that consider identifying appropriate sites for self-build or custom-build.

Policy HOU06 Meeting Other Housing Needs

In ensuring that there are the right homes to address housing needs the Council will:

Build to Rent

a — In consideration of Build to Rent schemes as an alternative to traditional built for sale the Council will apply the following criteria:

- i — Ensure through imposition of a covenant that homes remain as Build to Rent for a minimum of 15 years post construction;
- ii — All units are self-contained and let separately; and
- iii — There is unified ownership and unified management of the Build to Rent scheme.

b — Requirements for affordable housing will be considered against London Plan Policy H13 Build to Rent.

Self-Build and Custom Housebuilding

c — Neighbourhood Plans will be encouraged to identify opportunities for Self-Build and Custom Housebuilding

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MM 39	<p>Chapter 5 Housing</p> <p>Policy HOU07 renumbered as HOU06 And consequential changes to supporting text</p> <p>Paras 5.19.1, 5.19.1A, 5.19.1B, 5.19.1C & 5.19.1D.</p>	<p>Policy HOU <u>06</u> 07 Gypsies, Travellers and Travelling Showpeople</p> <p>The Council <u>have identified</u> can demonstrate that there is no objectively assessed need for pitches and plots for Gypsies and Travellers and Travelling Showpeople households.</p> <p><u>Any</u> In the event that proposals for such accommodation that do come forward will be considered <u>the Council will consider planning applications</u> on the basis of <u>and attach weight to</u> ensuring:</p> <p>A. <u>Effective use of previously developed land including</u> close proximity to a main road and safe access to the site with adequate space on site to allow for the manoeuvring of vehicles;</p> <p>B. Reasonable access to local shops and other community facilities, in particular schools and health care;</p> <p>Scale of the site is in keeping with local context and character. Appropriate landscaping and planting to address impact on amenity and enable integration of the site with the surrounding environment. Any use on the site does not have any unacceptable adverse impacts on neighbouring residents. Appropriate facilities must be provided on site, including water and waste disposal. That flood risk and the impacts of climate change are taken into account when assessing the suitability of sites to ensure that residents on these sites are not highly vulnerable to flooding.</p> <p>C. <u>The site does not have an unduly adverse impact on the local environment, the character of the area and the amenities of both local residents and the future occupiers of the site, including the potential for noise, traffic movements and other activities likely to be taking place within or in the vicinity of the site;</u></p>
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D. The layout of the site, associated facilities and landscaping, including pitches, hard-standings, amenity blocks, parking, turning areas, playspaces and boundary treatments, are well planned to ensure the amenity and healthy lifestyles of site residents as well as adjoining occupiers, and facilitate the integration of the site in such a way as to positively enhance the environment and increase its openness;

E. The site has, or will have, a supply of essential services, such as mains gas and electricity, water, sewerage, drainage and waste disposal; and

F. The site is not located in an area at high risk of flooding, including functional floodplains.

5.19 Gypsies, Travellers and Travelling Showpeople

5.19.1 The West London Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) provides a robust and objective assessment of current and future need for accommodation. The GTAA identified no current or future need in Barnet for pitches and plots for Gypsy and Traveller households as well as Travelling Showpeople. Any applications for new provision should address the criteria in Policy HOU06.

5.19.1A Any new proposed gypsy and traveller sites will need to provide a sustainable safe and acceptable potential living environment; which is consistent with the characteristics expected of mainstream housing and ideally forming part of a wider balanced and mixed residential community. An important consideration is that the design and layout of gypsy and travellers' sites, does not have an unduly adverse impact on the local environment, the character of the area and the amenities of both local residents and the future occupiers of the site, facilitating the integration of the site within the surrounding environment. The PPTS sets out at Section 4 guidance on determining planning applications for traveller sites.

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		<p>5.19.1B The Council acknowledges that insufficient pitch provision can contribute to a rise in unauthorised encampments, with implications for the health and wellbeing of Gypsies, Travellers and Travelling Showpeople, community cohesion and costs for boroughs <u>and public services</u>. <u>Negotiated Stopping is usually the Council's preferred approach for managing unauthorised encampments rather than the rapid eviction of caravans. This allows caravans to be sited on suitable specific pieces of ground for an agreed and limited period of time, with the provision of essential services such as water, waste disposal and toilets.</u> As part of the evidence base the Council has a record of unauthorised encampments and will continue to monitor such incidents. Although on the basis of this rigorous assessment and monitoring of unauthorised encampments there is no known need for accommodation in Barnet, the Government's Planning Policy for Traveller Sites (PPTS) suggests the use of a criteria based policy for any unknown households that do provide evidence that they meet the planning definition. This enables the Council to actively plan for Gypsy and Travellers' accommodation needs, ensuring that new sites are well-connected to social <u>community</u> infrastructure, health care, education and public transport facilities, and contribute to a wider, inclusive neighbourhood. The Council will work with the Mayor on a London-wide Gypsy and Traveller accommodation needs assessment</p> <p><u>5.19.1C The Council is working with the Mayor of London on the production of a London-wide Gypsy and Traveller Accommodation Needs Assessment (GTANA). The final report of the London-wide GTANA, together with demographic data from the 2021 Census on Gypsy, Irish Traveller and Roma households in Barnet, will inform the early review of the Local Plan.</u></p> <p><u>5.19.1D The Council acknowledges that households in Barnet who do, and who do not meet, the planning definition may be identified by the London-wide GTANA. The Council may consider providing culturally appropriate accommodation for those households that do not meet the planning definition. The need for culturally appropriate accommodation will be addressed through the Council's Housing Strategy together with partnership working at a sub-regional or regional level. Where provision of culturally appropriate accommodation is not possible, the need for such accommodation will be addressed through a review of the Local Plan. The Council notes the revised PPTS published in December 2023 and the likelihood of a Government's review of the approach to this area of policy and case law in the near</u></p>
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		<p><u>future. Therefore, in addition to taking account of the GTANA once published, the next Local Plan review will also provide an opportunity to reflect any subsequent revisions made to the PPTS.</u></p>
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MM 40	<p>Chapter 6 Character, Design & Heritage</p> <p>Paras 2.2.1A, 2.2.1B, 2.2.1C & 6.1.1</p>	<p>2.2 Opportunities for Good Growth</p> <p>2.2.1A <u>The Council aspires to deliver more than just new homes in Barnet. It wants to make sure we are building communities where people can thrive. It is essential that our new homes are supported by the right infrastructure, including access to jobs, green spaces, local businesses, community facilities and state-of-the art digital infrastructure. This is good growth.</u></p> <p>2.2.1B <u>Good growth is also about good design. To help create well designed, beautiful and safe places, the Council has introduced a Design Review Panel. This will enable design issues to be discussed at an early stage in the planning process when there is greater opportunity for change. Planning decisions can demonstrate how design review has been addressed, ensuring that proposals show how they have considered and addressed the design review recommendations and that the most efficient use of land is made so that the development on all sites is optimised.</u></p> <p>2.2.1C <u>The NPPF advises that local design codes should be the primary tools for local planning authorities to assess and improve the design of development The Council is therefore also considering the scope for producing design codes and guidance capable of carrying weight in decision making.</u></p> <p>6.1 National and London Plan Policy Context</p> <p>6.1.1 Specific National and London Plan policies to be taken into account <i>NPPF</i></p> <p><i>Section 12 Achieving Well Designed Places specifically paras 125 to 132.</i></p> <p><i>Section 16 Conserving and enhancing the historic environment specifically paras 189 to 202</i></p>
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		<p><i>London Plan</i></p> <p><i>Policy <u>Objective</u> GG3 Creating a healthy city</i></p> <p><i>Policy D1 London's form and character and capacity for growth</i></p> <p><i>Policy D2 Infrastructure requirements for sustainable densities</i></p> <p><i>Policy D3 Optimising site capacity through design-led approach</i></p> <p><i>Policy D4 Delivering good design</i></p> <p><i>Policy D5 Inclusive design</i></p> <p><i>Policy D6 Housing quality and standards</i></p> <p><i>Policy D7 Accessible housing</i></p> <p><i>Policy D6 Optimising housing density</i></p> <p><i>Policy D8 Public realm</i></p> <p><i>Policy D9 Tall buildings</i></p> <p><i>Policy D10 Basement development</i></p> <p><i>Policy D11 Safety, security and resilience to emergency</i></p> <p><i>Policy D12 Fire safety</i></p> <p><i>Policy D13 Agent of Change</i></p> <p><i><u>Policy S4 Play and informal recreation</u></i></p> <p><i>Policy HC1 Heritage Conservation and Growth</i></p> <p><i>Policy HC3 Strategic and Local Views</i></p> <p><i>Policy HC4 London View Management Framework</i></p> <p><i>Policy SI 2 Minimising greenhouse gas emissions</i></p> <p><i>Policy SI 3 Energy infrastructure</i></p> <p><i>Policy SI 7 Reducing waste and supporting the circular economy</i></p> <p><i><u>Policy T2 Healthy Streets</u></i></p>
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		<p><i>Mayor of London - Accessible London: Achieving an inclusive environment SPG</i></p> <p><i><u>Mayor of London – Housing SPG</u></i></p> <p><i><u>Mayor of London – Circular Economy LPG</u></i></p> <p><i>Mayor of London – Character and Context SPG</i></p> <p><i><u>Mayor of London Characterisation and Growth Strategy LPG</u></i></p> <p><i><u>Mayor of London Optimising Site Capacity – A Design Led Approach LPG</u></i></p> <p><i><u>Mayor of London Small Sites Design Code LPG</u></i></p> <p><i><u>Mayor of London Housing Design Standards LPG</u></i></p> <p><i><u>Mayor of London Public London Charter LPG</u></i></p> <p>6.2 Introduction</p> <p>6.2.1 Delivering well designed safe, sustainable homes and places where people choose to work, rest and stay has never been as important and the emphasis on design to building back better has never been as great. This is reflected in the <u>National Design Guide and National Model Design Code which read together illustrate how well-designed places that are beautiful, healthy, greener, enduring and successful can be achieved in practice.</u> work of the Building Better Building Beautiful Commission and the radical reforms to the English planning system as proposed in the imaginatively titled White Paper – Planning for the Future, published in August 2020.</p> <p>6.2.2 As, post <u>Barnet recovers from</u> COVID19, and the Borough’s opportunities for growth are further realised, the character of this suburban London borough will inevitably change. An important role for the Local Plan and the suite of <u>supporting SPDs and accompanying</u> (including design codes that help underpin it), is managing that change and retaining the qualities that attract people to live in Barnet and make it the most family friendly place in London. To create the safe, <u>beautiful, sustainable and successful</u> places an appropriate balance must be struck which involves <u>focus on the design quality of places and</u> new development responding to its context in terms of existing character, appearance and scale.</p>
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		<p><u>6.2.2A The Council has introduced a Design Review Panel. London Plan Policy D4(E) – Delivering Good Design sets out the format for design reviews highlighting that they should be agreed by the Council and comply with the Mayor’s guidance on review principles, process and management. This helps to ensure that design reviews are carried out transparently by independent experts in relevant disciplines, that comments are mindful of the wider policy context and focus on interpreting policy for the specific scheme and that where a scheme is reviewed more than once, subsequent design reviews reference and build on the recommendations of previous design reviews. The outcome of this process is that planning decisions demonstrate how design review has been addressed, ensuring that proposals show how they have considered and addressed the design review recommendations and that the most efficient use of land is made so that the development on all sites is optimised.</u></p>
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MM 41	<p>Chapter 6 Character, Design & Heritage</p> <p>Policy CDH01 And consequential changes to supporting text</p> <p>Paras 6.33, 6.36, 6.4.1, 6.4.2, 6.4.4, 6.5.1, 6.5.2, 6.6.1, 6.6.1A, 6.7.1, 6.8.1, 6.9.1, 6.9.2, 6.10.1, 6.10.3 & 6.11.1.</p>	<div style="border: 2px solid #008080; padding: 10px;"> <p>Policy CDH01 Promoting High Quality Design</p> <p>A. In order to make the most efficient use of land residential proposals <u>all new development must be developed at an optimise the capacity of sitesum density.</u> A design-led approach (set out in London Plan Policy D3) to optimise determine site capacity should deliver <u>the most appropriate form and land use for the site. an optimum density.</u> This approach should include consideration of consider local context <u>and capacity for growth,</u> accessibility by walking and cycling and existing and planned public transport as well as the capacity of and <u>infrastructure, and support higher density development in the most sustainable and well-connected locations and areas with existing high-density development.</u></p> <p>B. All new development should be of a high architectural and urban design quality and have regard to the National Model Design Code, <u>and guidance within the Barnet’s Sustainable Design and Development Guidance SPD which, once published, will set out a and</u> Design Code for Small Sites. This will <u>promote, and provide guidance on achieving, ensure the resulting homes and local environment are of a higher standards of homes and local environment together with consideration of the incorporation of and biodiversity, water management and sustainable drainage measures. are incorporated.</u></p> </div>
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		<p>C. The Council will expect development proposals to:</p> <ul style="list-style-type: none"> a) Respond sensitively to the distinctive local character and design, building form, patterns of development, scale, massing, roof form and height of the existing context. b) Use materials of a suitable quality and appearance to respect local character and setting. c) Ensure attractive, safe and, where appropriate, vibrant streets which are designed in accordance with the Healthy Streets Approach, <u>(set out in London Plan Policy T2), and with active frontages that provide visual interest, particularly at street level, that help to improve street safety and amenity, promote active travel and reduce car use as well as to improve health and reduce inequality.</u> d) Adopt <u>Provide safe and secure environments, meeting the requirements of the Building Safety Act 2022 and having regard to Secured by Design principles to create safe and secure environments that</u> reduce opportunities for crime and help minimise the fear of crime. e) Apply <u>Comply with</u> the requirements set out in Tables 9 8 and 10 9 for the internal layout and design of new homes, in accordance with national residential space standards and the London Plan. f) <u>Provide a good standard of amenity that is consistent with other policies in the Plan and will A allow for adequate acceptable levels of</u> daylight, sunlight, privacy and outlook for adjoining and potential <u>occupants</u> occupiers and <u>nearby users impacted by the development.</u> g) Provide accessible outdoor amenity space to comply with Policy CDH075. h) <u>Through building design should consider solutions to minimise light pollution and avoid intrusive lighting infrastructure, whilst addressing security and safety issues.</u> i) viii <u>Mitigate adverse noise impacts on the surrounding environment and amenity through design, layout, and insulation in accordance with the Agent of Change principle introduced through London Plan Policy D13.</u>
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6.3 Barnet's Character

6.3.3 The Characterisation Study should be used as a tool to help judge the effect of development on character. ~~The Residential Design Guidance SPD provides more specific requirements on development that is suitable for Barnet's distinctive suburban character.~~ Upon adoption of the Local Plan the Council will produce a Sustainable Design and Development Guidance SPD. This SPD will ~~replace two existing SPDs on Residential Design Guidance and Sustainable Design and Construction~~ provide more specific guidance on development that is suitable for Barnet's distinctive suburban character.

6.3.6 The design of new buildings and shopfronts can have a significant impact on the appearance and character of a shopping area or street, particularly where facades and adverts are changed without careful thought. A shopfront may be of traditional or modern design and use a variety of materials, but should relate to the local street scene and observe the principles highlighted in Barnet's Sustainable Design and Development Guidance SPD. New or altered shopfronts should be designed to respect the building of which they are part, as well as any adjoining shopfronts and the general street scene.

6.4 Promoting High Quality Design

6.4.1 The NPPF highlights the importance of good design in the creation of high quality buildings and places. ~~As part of the planning reforms highlighted in the 2020 White Paper and in response to the Building Better Building Beautiful Commission "Living with Beauty" report the NPPF is being revised and a draft The National Model Design Code published provides detailed guidance on the production of design codes, guides and policies to promote successful design.~~ The National Design Guide Code sets out the characteristics of well-designed places and demonstrates what good design means in practice as well as providing detailed guidance and clear design parameters on the production of Borough design codes and guides. In accordance with the Levelling Up and Regeneration Act 2023 and the NPPF (para 128) the Council will prepare a design guide consistent with the principles set out in the National Design Guide and National Model Design Code reflecting local character and design

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		<p><u>preferences as part of the Sustainable Design and Development Guidance SPD following adoption of the Local Plan.</u></p> <p>6.4.2 The NPPF states that “<u>development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design</u>”. The Council <u>expects will not approve</u> designs for new development that is <u>are</u> inappropriate to the local context <u>and</u> or does not take opportunities to <u>protect and</u> enhance the <u>environment</u>, character and quality of an area. High quality design solutions help to make new places that can make a positive contribution to the existing suburban character. Detailed assessment of the impacts of development proposals will be based on a set of criteria that seek to ensure that the local character and existing context are reflected, to deliver high quality design, accessible buildings and connected spaces that are fit for purpose and meet the needs of local residents. Such criteria will be set out in the Sustainable Design <u>and Development</u> Guidance SPD following adoption of the Local Plan.</p> <p>6.4.4 Good design should promote healthy lifestyles, cohesive neighbourhoods and <u>vibrant streets, and</u> create buildings that have minimal negative impact on the environment, during construction and beyond to demonstrate high regard for natural assets. <u>To improve health and reduce health inequalities, in accordance with the Mayor of London’s Healthy Streets approach (London Plan Policy T2), development proposals should deliver patterns of land use that facilitate residents making shorter, regular trips by walking or cycling.</u> Innovative good design will be encouraged, particularly when it can help mitigate negative impacts on the environment with simple solutions.</p> <p>6.5 Design Code for Small Sites</p> <p>6.5.1 Small sites of infill development (normally below 0.25 hectares) have a significant role in Barnet’s housing delivery - ensuring we get the right homes in the right places, <u>typically providing an opportunity to use brownfield infill sites.</u> The Council will pro-actively support well designed new homes on small sites in order to:</p> <ol style="list-style-type: none"> 1) significantly increase the contribution of small sites to meeting Barnet’s housing needs;
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		<p>2) diversify the sources, locations, type and mix of housing supply; <u>and</u> 3) support small and medium-sized housebuilders.</p> <p>6.5.2 Small site development is typified by infill development on vacant or underused brownfield sites in existing residential areas. This type of development often faces a range of planning constraints and often causes considerable concerns to local communities because of its impact on amenity and character. Through the use of a specific Design Code for Small Sites <u>The Council will produce a suite of clear and specific design parameters for development of small sites</u> that responds to the context provided by Barnet's Characterisation Study. The Small Sites Design Code will form part of the Sustainable Design <u>and Development</u> Guidance SPD.</p> <p>6.6 Safety, Security and Design</p> <p>6.6.1 A well designed environment can help to reduce both the real and perceived risk of crime. The design and layout of buildings, open spaces, roads and footpaths can influence opportunities to commit crime and also affect people's sense of safety and security. Appropriate design and layout of landscaping, planting and lighting can help reduce crime and the fear of crime. Development proposals should be designed to provide safety within the development site and in adjacent areas. Measures to design out crime should be integral to development proposals, adopting <u>having regard to</u> Secured by Design. <u>Where appropriate, the Council will consult with the local Metropolitan Police Service 'Design Out Crime' officers to ensure through conditions on planning consents that Secured by Design is applied where relevant.</u></p> <p><u>6.6.1A In accordance with the Building Safety Act 2022 developers will be required to manage safety risks, with clear lines of responsibility for safety during design, construction, completion and occupation of high-rise buildings. Building owners will need to demonstrate that they have effective, proportionate measures in place to manage safety risks. All new Tall Buildings must meet the requirements of the Building Safety Act 2022 with clear lines of responsibility falling on the accountable person, as defined</u></p>
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within legislation, for safety during design, construction, completion and occupation of higher-risk buildings.

6.7 Residential Space Standards

6.7.1 The nationally described space standard is a technical planning standard that takes into account the need for rooms to be able to accommodate a basic set of furniture, fittings, activity and circulation space necessary for effective use. The space standard in Table 9 8 sets out a comprehensive range of one, two and three storey dwelling types with one to six bedrooms and up to eight bedspaces (as well as studio flats). The London Plan (Table 3.1) applies the nationally described space standard as a minimum residential space standard for new dwellings. Any changes to the standards in the London Plan will be applied to development in Barnet. The space standards are intended to ensure that all new homes are fit for purpose and offer the potential to be occupied over time by households of all tenures.

~~6.7.3 Conversion of heritage buildings may present particular challenges for minimum space standards. In line with Policy CDH07, any impact on the heritage value will be weighed against the benefit brought from meeting the sustainable design and construction requirements.~~

6.8 National Space Standards

6.8.1 Poor quality housing generated by the Government's relaxation of permitted development rights has caused significant concern within the Borough. The inadequacies of such accommodation was further exposed by the COVID19 pandemic. This has now been recognised by the Government with all new dwellings created through permitted development rights from April 2021 needing to:

- have a gross internal floorspace of at least 37 square metres; or

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- comply with the nationally described space standard (which are reflected in Tables 8 and 9 of this Plan).

6.9 Internal Layout and Design

6.9.1 To ensure that homes are fit for purpose and provide safe and healthy living environments the internal layout of rooms and design of dwellings is an important consideration. ~~Barnet's requirements as set out in Table 40 9 are consistent with those in the London Plan; para 3.6.2 of which states that the~~ space standards are minimums which applicants are encouraged to exceed, also that they are applicable to all new self-contained dwellings of any tenure. Any changes to the standards set out in the London Plan will be applied to development in Barnet. A minimum ceiling height of 2.5m for at least 75% per cent of the gross internal dwelling area is required so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space. In accordance with London Plan para 3.6.5 single aspect dwellings, which are more difficult to ventilate naturally and more likely to overheat, should normally be avoided. Dual aspect dwellings are therefore encouraged. ~~and w~~ Where single aspect flats are considered acceptable, they should demonstrate that all habitable rooms and the kitchen are capable of providing good ventilation, privacy and daylight and the orientation enhances amenity, including views. COVID19 ~~has~~ highlighted the need for homes to be places for safe working as well as healthy living. New homes should therefore be designed to enable a transition from living to working spaces and allow sufficient flexibility to adapt to the changing needs and circumstances of residents. This includes access to high quality digital communications infrastructure as set out in Policy TRC04.

6.9.2 ~~In addition to general internal storage there should be 'dirty'²² storage space for items such as bicycles and buggies, which could be provided as a communal facility for flats. The level of provision as set out in the London Plan is:~~

- ~~1m² for flats without private gardens.~~
- ~~2.5m² for houses, bungalows and flats with private gardens for up to four people.~~

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		<ul style="list-style-type: none"><li data-bbox="414 244 1635 279">• 3.0m² for houses, bungalows and flats with private gardens for five or more people.<li data-bbox="414 295 1736 375">• Any changes to the standards set out in the London Plan will be applied to development in Barnet.
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6.10 Amenity – Lighting, Privacy, Noise

6.10.1 Proposals that significantly harm the amenity of neighbouring occupiers will not be acceptable. Protecting amenity helps to protect residents' wellbeing and privacy. It is important to ensure that development does not significantly overshadow neighbouring buildings, block daylight, reduce sunlight, or result in a loss of privacy or outlook. Further guidance on standards affecting daylight, sunlight, privacy and outlook ~~are~~ will be set out within the Sustainable Design and Development Guidance SPD. Barnet's suite of Supplementary Planning Documents.

6.10.3 Noise can reduce the quality of life of people living or working in the Borough. Planning controls can help to minimise noise disturbance in new developments with planning conditions used to control the operating hours of a particular source of noise. Planning conditions can also be used to reduce the effects of noise on nearby noise sensitive residential uses, for example by screening with natural barriers or with consideration for the arrangement of buildings. The Agent of Change principle places the responsibility for mitigating impacts from existing noise and other nuisance-generating activities or uses on the proposed new noise-sensitive development. Policy ECC02 sets out further details with regards to environmental considerations of development including air quality and noise, in addition to London Plan Policy D13 which considers the impacts of noise and other nuisance generating activities on a wider scale. Further guidance on managing and mitigating noise in mixed-use development and town centre development is also provided in the Mayor's London Environment Strategy.²³

6.11 Sustainable Residential Density

6.11.1 Policy GSS01 sets out the Council's strategic approach to development highlighting the locations where growth will be supported. The Council will seek to optimise rather than simply maximise ~~housing~~ density. This enables full consideration of the local context, relating appropriate density ranges to existing building form and massing as well as the location (central, urban, suburban), design-led

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beautiful buildings addressing national and local design codes, public transport accessibility and the provision of ~~social~~ community infrastructure.

MM 42 Chapter 6 Character, Design & Heritage
Table 8 (as re numbered).

Bedrooms	Bedspaces	Minimum GIA (m ²)			Built-in storage (m ²)
		1 storey dwellings	2 storey dwellings	3 storey dwellings	
1b	1p	39 (37)*			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	4.0
	8p	125	132	138	

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		<p>Key b: bedrooms p: persons</p> <ol style="list-style-type: none"> 1. *Where <u>a studio / one single bedroom</u> one person dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed. 2. The Gross Internal Area (<u>GIA</u>) of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls that enclose a dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. GIA should be measured and denoted in square metres (m²). <u>Built-in storage areas are included within the overall GIA and include an allowance of 0.5m² for fixed services or equipment such as a hot water cylinder, boiler or heat exchanger.</u> 3. <u>GIA for one storey dwellings include enough space for one bathroom and one additional WC (or shower room) in dwellings with five or more bedspaces. GIAs for two and three storey dwellings include enough space for one bathroom and one additional WC (or shower room). Additional sanitary facilities may be included without increasing the GIA, provided that all aspects of the space standard have been met.</u> 4. The nationally described space standard sets a minimum ceiling height of 2.3 metres for at least 75% of the gross internal area of the dwelling. To address the unique heat island effect of London and the distinct density and flatted nature of most of its residential development, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is strongly encouraged so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.
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MM 43	Chapter 6 Character, Design & Heritage Table 9 (as renumbered)	<p>Table 10 9 Internal layout and design requirements</p> <table border="1" data-bbox="302 1066 1379 1173"> <tr> <td data-bbox="302 1066 1115 1173"></td> <td data-bbox="1115 1066 1379 1173">Development scale</td> </tr> </table> <p>A habitable room is a any room used or intended to be used for sleeping, cooking, living or eating purposes. within a dwelling – the primary purpose for which is for living, sleeping, cooking or dining. Enclosed spaces such as bath or toilet facilities, corridors, hallways, utility rooms or similar should not be considered habitable rooms. including kitchens where total area is more</p>		Development scale
	Development scale			

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		<p>than 13m² (including fittings), or the dining space if it is divided from the working area by a moveable partition. Rooms exceeding 20m² will be counted as two.</p>	
		<p>Minimum room dimensions and floor areas: Single bedroom: minimum floor area should be 7.5 m² and is at least 2.15m wide to comply with the nationally described space standard Double/twin bedroom: <u>A two bedspace double (or twin) bedroom must have a floor area of at least 11.5 m². A dwelling with two or more bedspaces must have at least one double (or twin) bedroom that is at least 2.75m wide and every other double (or twin) bedroom must be at least 2.55m wide.</u> minimum floor area should be 11.5 m² and minimum width should be 2.75 m to comply with the nationally described space standard <u>Any area with a headroom of less than 1.5m is not counted within the Gross Internal Area (GIA) unless used solely for storage. Any other area that is used solely for storage and has a headroom of 0.9 to 1.5m (such as under eaves) can only be counted up to 50 per cent of its floor area, and any area lower than 0.9m is not counted at all.</u> <u>A built-in wardrobe counts towards the GIA and bedroom floor area requirements but should not reduce the effective width of the room below the minimum widths set out above. Any built-in area in excess of 0.72 m². in a double bedroom and 0.36 m². in a single bedroom count towards the built-in storage requirement.</u></p>	<p>Minor, major and large scale residential</p>
		<p>Ceiling heights</p> <p>A minimum <u>floor to ceiling height of 2.5m for at least 75% of the GIA of each dwelling. area. Habitable floorspace in rooms with sloping ceilings is defined as that with 1.5 m or more of ceiling height.</u></p>	<p>Minor, major and large scale residential</p>

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		<p>Housing development should maximise the provision of dual aspect dwellings and normally avoid the provision of single aspect dwellings.</p> <p>Development proposals should avoid single aspect dwellings that are north facing or exposed to noise exposure categories C & D or contain three or more bedrooms.</p>	<p>Minor, major and large scale residential</p>	
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MM 44	<p>Chapter 6</p> <p>Character, Design & Heritage</p> <p>Policy CDH02 And consequential changes to supporting text</p> <p>Paras 6.12.1, 6.13.1, 6.13.3, 6.13.4, 6.13.5, 6.14.2, 6.15.1, 6.15.2, 6.15.2a, 6.15.2B, 6.16.1 & 6.16.2.</p>	<p>Policy CDH02 Sustainable and Inclusive Design</p> <p><u>A. - Sustainable Design and Construction - New Development</u></p> <p>a) All new development is required to mitigate and where necessary adapt to the impacts of climate change, adopting sustainable technology and design and construction principles in accordance with Policy ECC01.</p> <p>b) Major development is required to be net zero carbon in accordance with the Mayor's Energy Hierarchy, supported by an energy masterplan to identify the most effective energy supply options and utilise energy from waste.</p> <p>b)e) <u>e)</u> Development proposals for non-residential buildings are required <u>encouraged</u> to achieve a minimum BREEAM 'Very Good' rating or higher in accordance with <u>due regard to the guidance within the Sustainable Design and Development Guidance SPD</u>²⁵.</p> <p>d)c) <u>c)</u> Microclimate/Wind and Thermal Conditions are required, to be managed with due regard to be managed in accordance with <u>guidance within</u> the Sustainable Design <u>and Development</u> Guidance SPD.</p> <p><u>B. Inclusive Design and Access Standards</u></p> <p>a) e) Development proposals are required to meet the highest standards of accessible and inclusive design (<u>as set out in London Plan Policy D5</u>). An Inclusive Design Statement <u>should be included within the Design and Access Statement</u> is required to ensure that proposals meet the following principles:</p> <ol style="list-style-type: none"> i. can be used safely, easily and with dignity by all; ii. are convenient and welcoming with no disabling barriers, so everyone can <u>access developments</u> and use <u>their facilities</u> them independently without undue effort, separation or special treatment; and iii. are designed to incorporate safe and dignified emergency evacuation for all building users.
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b) ~~f) All residential development is required to meet as a minimum Building Regulation M4 (2) 'accessible and adaptable dwellings'. Provide accessible housing in accordance with London Plan Policy D7 whereby residential development must ensure that at least 10 per cent of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and all other dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.~~

~~g) All major residential developments are required to provide 10% of new units as 'wheelchair user dwellings' in order to meet Building Regulation M4 (3).~~

6.12 Sustainable and Inclusive Design

6.12.1 Standards set out in Policy CDH02 will help deliver high quality development in Barnet that is sustainable and inclusive. These standards are supported by Barnet's ~~suite of design guidance~~ Supplementary Planning Documents - Sustainable Design and Development Guidance SPD.

6.13 Climate Mitigation and Carbon Reduction

6.13.1 In May 2022 the Council declared a Climate and Biodiversity Emergency. The Council fully endorses the Mayor's ambition, as set out in the London Plan, for the capital to become zero carbon ~~The Council is on a credible path to achieving net zero emissions and helping make London a zero carbon city by 2050. The Council supports will abide to the Mayor's work around designing for a Circular Economy¹. It will and use the Mayor's energy hierarchy to help reduce carbon emissions from construction and operation and encourage retention and adaptation of existing buildings wherever practicable as well as encourage opportunities for on-site electricity and heat production, the use of innovative building materials and smart technologies.~~

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		<p>6.13.3 BREEAM New Construction and BREEAM (Refurbishment) represent the suite of environmental assessment schemes that are nationally managed by the Building Research Establishment (BRE)²⁵. <u>However, the Written Ministerial Statement: Planning - Local Energy Efficiency Standards Update (December 2023) makes clear that planning policies should not set local energy efficiency standards that go beyond current or planned building regulations. A BREEAM 'Very Good' rating may not be feasible for all development without exceeding the requirements of building regulations due to the weighting of energy efficiency improvements in its methodology. However, the achievement of a BREEAM rating is affected by a range of design and other considerations that extend beyond the energy efficiency of development and have the potential to contribute to the Council's and the Mayor's sustainability objectives as set out in Policy ECC01 and the London Plan. It follows that development is encouraged to achieve a BREEAM 'Very Good' rating or higher where possible having regard to the Sustainable Design and Development SPD. Amongst those objectives, Policy ECC01 expects all development to be energy-efficient and seek to minimise any wasted heat or power and London Plan Policy SI2 sets out carbon reduction targets pursued by the Mayor. Major development is expected to be in accordance with the Mayor's Energy Hierarchy to reduce carbon dioxide emissions (in accordance with Part L of the Building Regulations). All major development will be required to demonstrate, through an Energy Statement, compliance with the Mayor's zero carbon targets.</u></p> <p>6.13.4 <u>Sustainable design and construction measures must be considered having regard to Exceptions to this requirement may be considered in cases potential impacts on the significance of a heritage asset (see Policy CDH08), concerning the refurbishment of listed buildings and buildings in conservation areas. Applicants will need to balance any harm caused to heritage assets against the wider sustainability benefits in consultation with the conservation and design team. Applicants should justify any exceptions explain the approach taken in an Energy Statement Strategy where relevant as set out in London Plan para 9.2.12.</u></p>
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¹ Circular Economy LPG

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6.13.5 Climate change will intensify localised climatic conditions, which can be mitigated and adapted to through good design. It is essential that the microclimatic conditions of the urban environment are considered as part of the design process to ensure that the impacts of massing and building configuration can lead to acceptable standards of comfort and wellbeing. Full guidance and design principles will be set out ~~should be referred to~~ in the Sustainable Design and Development and Construction Guidance SPD, with particular focus on wind and thermal conditions.

6.14 Accessibility and Inclusive Design

6.14.2 The Council will require an Inclusive Design Statement as part of the Design and Access Statement. The London Plan (Policy D5 – Inclusive Design) sets out what is expected from an Inclusive Design Statement and signposts other guidance on Inclusive Design including the Accessible London – Achieving an Inclusive Environment SPG as well as British Standards BS8300 Volumes 1 and 2. London Plan para 3.5.3 outlines the process that should be followed and the matters that should be addressed within an Inclusive Design Statement.

6.15 Accessible and Adaptable Dwellings

6.15.1 The growing and changing requirements for housing older people is one of the most important emerging planning issues for London. Increasingly, older people are choosing to live independent and semi-independent lives in their own homes resulting in a need for more accessible and adaptable dwellings that can meet their needs. Policy CDH02 sets out standardised accessibility and adaptability requirements for all new residential development. Part M of the Building Regulations is comprised of the following three ~~optional~~ categories:

- M4(1) – Category 1 VISIBLE dwellings.
- M4(2) – Category 2 Accessible and adaptable dwellings.

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- M4(3) – Category 3 Wheelchair user dwellings.

6.15.2 Part M of the Building Regulations generally applies to new dwellings only and not to conversions or changes of use. In order to provide suitable housing and genuine choice of accessible housing, the London Plan (Policy D7) stipulates that all residential development meets Building Regulation requirement M4(2) and that at least 10 per cent of dwellings meet the M4(3) requirement. The nationally described space standard also takes into account the spatial implications of providing improved accessibility and adaptability, particularly for older or less mobile people, and is capable of accommodating the requirements of both Category 1 and 2 accessibility standards in Approved Document M of the Building Regulations.

6.15.2A In exceptional circumstances the provision of a lift to dwelling entrances may not be achievable. In blocks of four storeys or less it may be necessary to apply some flexibility in the application of Policy CDH02. London Plan paras 3.7.6 and 4.2.9 highlight that ‘homes that are not on the ground floor on minor developments can comply with the M4(1) standard, which does not require step-free access, where provision of step-free access would be unfeasible.’ This also applies to flats above existing shops or garages as well as stacked maisonettes where the potential for decked access to lifts is restricted. If it is agreed at the planning stage (for one of the above reasons) that a specific development warrants flexibility in the application of the accessible housing standards M4(2) and M4(3), affected dwellings above or below ground floor would be required to satisfy the mandatory Building Regulations requirements of M4(1) via the Building Control process. M4(2) and M4(3) dwellings should still be required for ground floor units.

6.15.2B London Plan Policy T6.1 H (Residential Parking) sets out specific requirements for disabled persons parking bays. Further detail and advice on these implications and design aspects is provided under Standard 11 of the Mayor’s Housing SPG, Transport for London Guidance, Planning Practice Guidance and will be included within the Council’s Sustainable Design and Development Guidance SPD.

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		<p>6.16 Wheelchair User Dwellings</p> <p>6.16.1 Ten per cent of new housing should be designed to allow wheelchair user access that complies with part M4(3) of the Building Regulations. This requirement will therefore be applied to all major²⁴ residential schemes. London Plan Policy T6.1 H (Residential Parking) sets out specific requirements for disabled persons parking bays.</p> <p>6.16.2 Approach routes, entrances and communal circulations should comply with the requirements of regulation M4(2), unless they also serve wheelchair user dwellings, where they should comply with the requirements of regulation M4(3). Further detail and advice on these implications and design aspects is provided under Standard 11 of the Mayor’s Housing SPG, Transport for London Guidance, Planning Practice Guidance Barnet’s suite of design focused Supplementary Planning Documents.</p>
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MM 45	<p>Chapter 6 Character, Design & Heritage</p> <p>Policy CDH03 And consequential changes to supporting text</p> <p>Paras 6.17.1 to 6.17.4</p>	<p>Policy CDH03 Public Realm</p> <p><u>Public realm should form an integral part of the design process for development proposals to enhance the connection between publicly accessible space and the built environment.</u> Development proposals should <u>therefore contribute positively to the public realm by:</u></p> <ul style="list-style-type: none"> A. <u>Relate</u>ing to the local and historic context and incorporate high quality design, landscaping, planting, street furniture and surfaces, including green infrastructure and sustainable drainage provision. B. <u>Being</u> designed to meet <u>the Mayor of London’s Healthy Streets Approach Indicators, (as required by Policy CDH01 and London Plan Policy T2), to promote active travel and discourage reduce car usage, together with positive safety and amenity changes to the character and use of streets aimed at improving health and reducing inequalities. with avoidance of barriers to movement and consideration given to desire lines.</u> C. <u>Provide</u>ing a safe and secure family and young people friendly environment for a variety of appropriate uses, including meanwhile uses and open street events.
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- D. Utiliseing the Secured by Design Resilient Design Tool for places where crowds may congregate in larger numbers, to consider ~~proportionate~~ use of design features to facilitate more robust safety and security measures. Development proposals should incorporate measures that are proportionate to the risk and the likely consequences of any incident.
- E. Considering the relationship between building design and the public realm to enhance amenity value, vibrancy and natural surveillance.
- F. Ensureing appropriate management of publicly accessible private space ~~in accordance with the~~ with due regard to London Plan Policy D8 – Public Realm, the Public London Charter (London Plan Policy D8(H)), and Council Town Centre Frameworks and Strategies. and public realm design frameworks.
- G. ~~Incorporate~~ Encouraging where appropriate the use of high quality public art in the design of spaces (where appropriate).
- H. Ensureing that way-finding pedestrian signage is sensitively located ~~and consistent with Legible London~~ with due regard to Transport for London's Streets Toolkit.

6.17 Public Realm

6.17.1 The public realm is a key aspect of effective design in neighbourhoods and town centres ~~to~~ that includes all publicly accessible space between buildings. Public realm that is family and young people friendly can also contribute significantly to the health and wellbeing of residents_; creating a sense of place that encourages social interaction amongst all age groups and provides opportunity for activity as well as enabling access to facilities such as public toilets and drinking fountains. Good public realm should be uncluttered so that all pedestrians including those that are mobility impaired can use pavements. Town centre public realm strategies will address in more detail the management of obstacles such as: shops which use pavements for displaying goods_; advertisement hoardings_; and telephone kiosks. There is a need to ensure that charging points for electric vehicles do not add to this

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		<p>list of obstacles. Public realm design should complement the buildings that frame the space to enable good connectivity, security and a variety of use. In terms of proposals that affect public places where crowds may congregate the Council will support the use of the Secured by Design Resilient Design Tool (RDT). Public realm enhancements should be informed by Historic England's 2018 publication 'Streets for All – London', the Mayor's Healthy Streets Approach (<u>as reflected in London Plan Policy T2 – Healthy Streets</u>), and the Public London Charter, and the Council's adopted <u>frameworks / strategies</u> for town centres and public realm design frameworks.</p> <p>6.17.2 Legibility and signposting make an important contribution in understanding and navigating around a place. Where properly planned, executed and managed, advertising can enhance peoples' experience of the public realm. The Council will work with the advertising industry to ensure these benefits are realised. <u>Transport for London's Streets Toolkit also provides detailed guidance for creating high quality streets and public places.</u> Legible London is a pedestrian signage system that has been installed across London to aid effective way-finding. The uniform nature of these signs is critical to their success, particularly across borough boundaries. The Council's Long Term Transport Strategy encourages the use of pedestrian way-finding signage that is consistent in design and quality to Legible London, enhancing navigation and familiarity with the surroundings.</p> <p>6.17.3 The design of public realm can support a shift to active travel, which with the Mayor's Healthy Street Indicators, (<u>as set out in Figure 10.2 of the London Plan</u>), should form a key consideration when planning new development and integrated public spaces and networks. To help encourage accessibility throughout the day and night, lighting and security are an<u>as</u> important to make the area welcoming whilst also minimising light pollution. Public art can help to create a distinctive character, adding visual interest, influencing the use of a space or acting as a focal point for understanding and navigating around a place.</p> <p>6.17.4 For new development that does not include appropriate public realm as part of the scheme, there could be impact on public spaces or networks nearby, that should be considered within proposals.</p>
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		<p>Opportunities to enhance or complement existing public realm will be encouraged by the Council. The Mayor’s Public London Charter² sets out the rights and responsibilities for users and owners of public spaces, regardless of whether they are public or private. <u>The rules and restrictions on public access and behaviour covering all new or redeveloped public space and its management should have due regard to the Public London Charter, and this requirement should be secured through legal agreement or planning condition. Additionally, there are a number of Town Centre Frameworks and Strategies in Barnet³ that identity opportunities to enhance the public realm, setting out development principles and good practice guidance that will be a material consideration for planning applications in the area.</u></p>
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MM 46	<p>Chapter 6</p> <p>Character, Design & Heritage</p> <p>Policy CDH04</p> <p>And consequential changes to supporting text Paras 6.18.1 to 6.18.12</p>	<p>Policy CDH04 Tall Buildings</p> <p>A. Tall buildings (8 to 14 storeys and above <u>or</u> (26 to 46 metres above and above ground level)) may be appropriate in the following <u>locations</u> strategic locations:</p> <ul style="list-style-type: none"> • Brent Cross Growth (Opportunity) Area (Policy GSS02); • Brent Cross West Growth (Opportunity) Area (Policy GSS03); • Colindale Growth (Opportunity) Area including Grahame Park Estate (Policy GSS06); • Cricklewood Growth (Opportunity) Area (Policy GSS04); • Edgware Growth Area (Policy GSS05); • West Hendon Estate (Policy GSS10); <u>and</u> • <u>Locations specified on Map 4</u> • New Southgate Opportunity Area²⁷ (Policy GSS09); • Major Thoroughfares – Edgware Road (A5) and Great North Road (A1000) (Policy GSS11); and the • Town Centres of Finchley Central and North Finchley (Policy GSS08) <p><u>Annex 1 - Schedule of Proposals also includes sites that may be appropriate for tall buildings.</u></p>
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² [Public London Charter | London City Hall](#)

³ [Town centre frameworks | Barnet Council](#)

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		<p>b) Tall buildings of 15 storeys or more ('Very Tall') will not be permitted unless exceptional circumstances can be demonstrated, such as appropriate siting within an Opportunity Area or Growth Area.</p> <p>c) Any proposal for a 'Very Tall' building must have a legible and coherent role, integrating effectively to its location in compliance with part d)</p> <p>d) The Council will produce SPD on Building Heights Supplementary Planning Document, which will set out within the identified strategic locations, the parameters for tall and very tall buildings within the areas and site locations identified as being potentially appropriate for tall buildings.</p> <p><u>e) B. Proposals for Tall and Very Buildings must adequately address all the criteria in London Plan Policy D9C, including in terms of acceptable cumulative visual, environmental and functional impacts including siting, microclimate, wind turbulence, noise, daylight and sunlight, reflective glare, aviation, navigation and electronic communication or broadcast interference; will be assessed in accordance with the visual, functional, environmental and cumulative impacts set out in London Plan Policy D9 Tall Buildings. Particular attention will be given to assessing the following:</u></p> <p>i. how the building relates to its surroundings, both in terms of how the top affects the skyline and how its base fits in with the streetscape, and integrates within the existing urban fabric, contributing to pedestrian permeability and providing an active street frontage where appropriate, ii. how the building responds to topography, with no adverse impact on longer range Locally Important Views (as shown in Map 4), as well as mid-range and intermediate views iii. the buildings contribution to the character of the area. Proposals should take account of, and avoid harm to, the significance of Barnet's and neighbouring boroughs heritage assets and their settings.</p> <p>iv. the relationship between the building and the surrounding public realm,</p> <p>v. the relationship between the building and the natural environment, including public open spaces and river corridors Taller elements should be set back from any rivers and water courses and designed so as not to cause harm to the wildlife, including directing artificial light away from the river corridor. vi. buildings should not interfere with digital connectivity in compliance with Policy TRG04 nor have a possible negative impact on solar energy generation on adjoining buildings</p>
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		<p>ensuring that the potential microclimatic impact does not adversely affect levels of comfort, including wind, daylight, temperature and pollution</p> <p><u>C. Proposals are required to have regard to the Locally Important Views depicted on Map 4</u></p> <p><u>D. Proposals for tall and very tall buildings will need to provide evidence of how they have complied with the criteria in this policy as well as and the London Plan Policy D9 and as well as related policies (in particular CDH01, CDH08, ECC01, ECC02 and TRC04) contained within the Local Plan. Historic England guidance on tall buildings.</u></p> <p><u>E. All new Tall Buildings must meet the requirements of the Building Safety Act 2022 with clear lines of responsibility for safety during design, construction, completion and occupation of high-rise buildings. Proposals that involve residential buildings over 18 metres in height will need to provide two staircases to meet Building Regulations standards on Fire Safety.</u></p> <p>Proposals for redevelopment or refurbishment of existing tall buildings will be required to make a positive contribution to the townscape.</p> <p>Proposals should be of an exemplary standard in architectural quality and materials to ensure the appearance and architectural integrity of the building is maintained.</p> <p>Barnet's definition of a Tall Building and identification of strategic locations where tall buildings may be appropriate does not mean that all buildings up to 8 storeys or to a height of 26 metres are acceptable in these locations or elsewhere in the Borough. Such proposals will be assessed in the context of other planning policies, in particular Policy CDH01 – Promoting High Quality Design, to ensure that they are appropriate for their location and do not lead to unacceptable impacts on the local area.</p> <p><u>The Council will produce a Designing for Density Supplementary Planning Document. This will provide guidance on how the appropriateness of Tall Building proposals will be assessed relative to the impacts detailed in London Plan Policy D9C. It will also set out good practice design guidance on site-specific and character considerations including typologies related to uses, views, form, public realm, safety, amenity and microclimates.</u></p>
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6.18 Tall Buildings

6.18.1 The predominant and largely residential suburban character of Barnet is two or three storeys. Reflecting this character, the potential for tall buildings within Barnet may be constrained in some locations. However, as the Borough changes over the lifetime of this Plan ~~next fifteen years~~ certain locations will evolve a different local character as tall and medium rise buildings are expected to play a greater part in new development.

6.18.2 Tall buildings can form part of a strategic design-led approach to optimising the capacity of sites through comprehensive redevelopment. Taller buildings are not the only way to deliver higher densities and optimise the potential of brownfield sites. As referenced in the London Plan, a design-led approach to optimising site capacity should be based on an evaluation of the site's attributes, its surrounding context and its capacity for growth to determine the appropriate form of development for a site. Therefore, the Council will carefully assess the design and townscape qualities of proposals to ensure that the Borough's predominant suburban and historic character is maintained. ~~Such~~ Sites in locations where tall buildings may be appropriate ~~must~~ should be well-connected by public transport and have good access to services and amenities. As part of a placemaking strategy they can help to emphasise the character of a place as a centre of activity. Tall buildings that are of exemplary architectural quality can make a positive contribution to Barnet and become a valued part of the identity of places such as Brent Cross and Colindale ~~as well as Growth Areas and Town Centres such as Cricklewood, and Edgware~~ which are designated as Growth Areas in this Plan. Within more sensitive townscapes as well as Growth Areas and Town Centres such as Finchley Central, and North Finchley, and along historic routes such as the Edgware Road (A5) and the Great North Road (A1000) this form of development presents greater challenges in addressing more constrained site locations. Reflecting these constraints, the Council has identified specific site opportunities for higher density development within town centres, where tall buildings may be appropriate. These are included in Annex 1 – Schedule of Proposals and shown on Map 4 as well as the Policies Map.

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		<p>6.18.3 While tall buildings offer the opportunity for intensive use, their <u>The siting and design of tall buildings</u> should be carefully considered so not to detract from the nature of surrounding places and the quality of life for those living and working around them <u>to make optimal use of the capacity of sites, which are well-connected by public transport and have good access to services and amenities.</u> A design-led approach is essential to determine the most appropriate form of development that responds to existing context and capacity for growth, with due consideration to existing and planned supporting infrastructure. <u>Tall buildings of a high quality design in the right location can make a positive contribution to the townscape; however they can also have detrimental visual, functional and environmental impacts.</u> <u>The Council will also assess applications for tall buildings proposed on sites outside of the locations specified in CDH04A as potentially suitable for tall buildings; all applications needing to be determined against relevant development management policy criteria.</u> Due to their potential impact, development proposals that include tall buildings will need to <u>must demonstrate compliance with</u> address <u>address</u> all relevant parts of Policy CDH04 as well as the requirements listed in the London Plan (Tall Buildings Policy D9) which emphasises that <u>outlines the issues that</u> proposals for tall buildings should address <u>to avoid or minimise</u> the visual, functional and environmental impacts of such structures. <u>Proposals are therefore, as a minimum, required to address site specific and character considerations including typologies related to proposed uses, views, form, public realm, safety, amenity and microclimate.</u> Regard should also be had made <u>had made</u> to Historic England's <u>Advice Note 4</u> guidance on tall buildings. Proposals for tall buildings of more than 30 metres in height (equivalent to 9 storeys) <u>are will be referred</u> <u>referrable</u> to the Mayor of London).⁴</p> <p>6.18.4 The London Plan requires Development Plans to define, based on local context, what is considered a tall building for specific localities. Barnet through the 2012 Local Plan established its <u>its</u> definition of a tall building as a structure having a height of 8 storeys or more (equivalent to 26 metres or more above ground level). This is on the basis that a storey is generally 3 to 3.25 metres in height. The 2012 Local Plan also identified strategic locations were <u>where</u> tall buildings may be appropriate.</p>
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⁴ The Town and Country Planning (Mayor of London) Order 2008 [Microsoft Word - uksi_20080580_en.doc \(london.gov.uk\)](#)

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		<p>6.18.5 Barnet's Tall Buildings Study Update informs Barnet's Local Plan, providing <u>guidance regarding the potential heights and locations of tall buildings and a detailed contextual and spatial analysis to establish a design-led approach to future development of Tall Buildings in the Borough. The Study Update</u> It investigated <u>where this form of development may be appropriately sited</u> the potential opportunity for development of tall buildings, and considers <u>ing existing and approved development to help identify and establish the suitable locations for tall buildings and heights outlined in Policy CDH04.</u> these areas. The Update provides the basis for identifying strategic locations where proposals for tall buildings may be appropriate. These locations include <u>Opportunity Growth Areas</u> such as Brent Cross, Cricklewood <u>Brent Cross West (Staples Corner)</u> and Colindale as well as town centres <u>such as Edgware.</u> The Update also highlighted the long established association of the <u>and A5 and A1000 major thoroughfares which have a long established association with buildings of 8 storeys or more.</u> The Update provides a contextual and spatial analysis of the A5 and A1000 corridors as well as Finchley Central Town Centre covering all (with the exception of New Southgate Opportunity Area) <u>the identified strategic locations.</u> It therefore helps and sets the basis for <u>guidance on a design led approach covering parameters, scale and height that will be established through a Supplementary Planning Document (SPD) on Building Heights Designing for Density.</u> <u>The SPD will 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.</u> <u>The SPD will further articulate, as guidance, the implementation of Policy CDH04 and distinguish between the character and context of each of the identified 'appropriate' locations to provide further clarity around heights in sensitive townscapes such as Finchley Central, North Finchley, and along the Major Thoroughfares.</u> <u>The Council will also expect proposals for tall buildings to reflect the guidance provided in area planning frameworks such as the Edgware Growth Area SPD and the North Finchley Town Centre Framework SPD and the Colindale Station SPD.</u> Within the New Southgate Opportunity Area the Council will consider bringing forward a joint area planning framework with LB Enfield and LB Haringey. Consideration of the parameters for tall buildings in New Southgate will be a key feature of the area planning framework.</p>
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6.18.5A The Council has signalled its intention to facilitate an early review of the Local Plan through formal publication of a new Local Development Scheme. It is anticipated that a strategic policy and joint area planning framework will be established with LB Enfield and LB Haringey for the New Southgate Opportunity Area (NSOA). This will enable consideration of the potential for tall buildings within the NSOA to be taken into account when this Local Plan is reviewed.

6.18.6 Since the definition of a ~~T~~tall ~~B~~building was established in the 2012 Local Plan new buildings of height have been developed within the Borough's identified ~~strategic~~ locations. This reflects a rising trend in Outer London with tall building development a consequence of estate regeneration programmes, increasing housing targets and comparatively lower land values in the suburbs. Reflecting the increase in the development of tall buildings within Barnet, notably around Colindale and West Hendon, since 2012 there is a need to recognise local variation and application so as to manage positively assist delivering proposals for Tall Buildings ensuring that they are in the right place and at an appropriate height. ~~In addition, the London Plan expects boroughs as part of a plan led approach to determine the maximum acceptable height of T~~tall Buildings (London Plan para 3.9.2). An additional definition of a Very Tall Building set at 15 storeys or more (45 metres or more above ground level) has been introduced.

6.18.7 ~~Very Tall Buildings will not be permitted in the strategic locations identified in Policy CDH04 unless exceptional circumstances can be demonstrated. Such circumstances can include appropriate siting within an Opportunity Area or Growth Area. Opportunity Areas are designated within the London Plan as the capital's principal opportunities for accommodating large scale development on the basis of Area Frameworks that set parameters for development proposals in the area. Opportunity Areas are areas of extensive change while Growth Areas are distinctive locations with good public transport accessibility. They have a supply of brownfield and underused land and buildings that offer opportunities for inward investment. Growth Areas, together with the District Town Centres, provide identified developable and deliverable sites with substantial capacity for new homes, jobs and infrastructure. Each~~ Many of the strategic locations identified in Policy CDH04 is are subject to more detailed policy in the Chapter on Growth and Spatial Strategy. The Growth Areas (Policies GSS02 to

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		<p><u>GSS06) through good public transport accessibility and a supply of brownfield and underused land provide the best opportunities offered for development. Table 5 – New Homes Delivery shows that the Growth Areas are expected to deliver over 21,000 new homes within the lifetime of the Local Plan. Through identified developable and deliverable sites substantial capacity to accommodate new homes, jobs and infrastructure will be realised in Barnet’s Growth Areas.</u></p> <p>6.18.8 <u>Detailed urban design analysis and evidence will be required for tall buildings to establish if they are appropriate in principle and meet all the policy tests.</u> Proposals for tall buildings should use the Barnet Characterisation Study as a starting point for a 360° appraisal of the impact of the design of all buildings of height on their surrounding area. The Council will work with the Mayor to utilise 3D virtual reality digital modelling to help assess tall building proposals and aid public consultation and engagement. 3D virtual reality modelling can be used to help assess cumulative impacts of developments, particularly those permitted but not yet completed. Proposals should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding. Varying heights, proportion, silhouette and facing materials at the design stage will help assess how to lessen any negative impacts including light pollution, <u>and reflected glare.</u> Architectural quality and materials of an exemplary standard should ensure that the appearance and architectural integrity of the building is maintained through its lifespan. London Plan policy D9 – Tall Buildings sets out further considerations on the functional impact including ensuring the safety of occupants and surrounding areas through internal and external design as well as servicing, maintenance and building management arrangements which should be considered at the start of the design process. In terms of environmental impacts wind, daylight, sunlight penetration and temperature conditions must be carefully considered, and air movement affected by the building(s) should support the effective dispersion of pollutants and not detract from <u>help enhance</u> the comfort and enjoyment of open spaces around the building. <u>All new tall buildings must meet the requirements of the Building Safety Act 2022 with clear lines of responsibility for safety during design, construction, completion and occupation of high-rise buildings.</u> Mitigation measures should be identified and designed into the building as integral features from the outset to avoid retro-fitting.</p>
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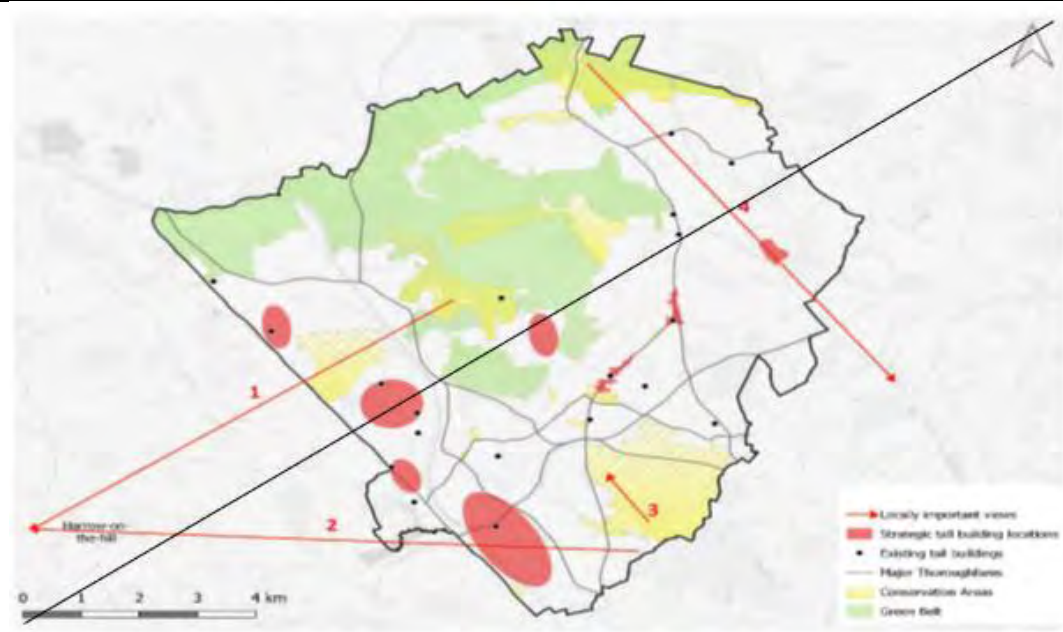
		<p>6.18.9 Policy GSS09 highlights residential led mixed-use opportunities for design-led infill development on the major thoroughfares of Barnet as shown on the Key Diagram. Although <u>Recognising that</u> there has been a loss of original residential character along these routes, <u>which are characterised by good public transport accessibility</u>, there is an opportunity for <u>higher density</u> infill development including T<u>tall</u> B<u>buildings</u> (where appropriately located on Edgware Road (A5) and Great North Road (A1000)) to have a positive impact on the environment of the thoroughfare. It is imperative that such design-led proposals should <u>sensitively</u> relate to the original character of the suburban streets behind the thoroughfare. The loss of original character together with good public transport accessibility has contributed to the promotion of such thoroughfares for higher density development. There is also a desire to better manage the development proposals that are coming forward in such locations.</p> <p>6.18.10 High density development can be delivered through well designed compact development that does not necessarily have to be a tall building. Tall buildings generally cost more to construct per unit of floor area than low or medium rise buildings, have longer build out times and are also considered less sustainable overall due to environmental effects and higher energy requirements. While tall buildings <u>may</u> offer the opportunity for more intensive use, it is essential that proposals occur in the most suitable and sustainable locations <u>as outlined in Policy CDH04. This will help ensure that can</u> protect and enhance the existing character and townscape of the Borough <u>is protected and where possible enhanced.</u></p> <p>6.18.11 <u>The Council expects</u> N<u>new</u> tall buildings <u>to</u> should positively contribute to the character of the area. Proposals should take account of, and avoid harm to, the significance of Barnet's and neighbouring boroughs heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are tangible public benefits derived that outweigh that harm. Riverside Watercourse <u>locations</u> are often an attractive choice for developments with tall buildings offering views over the landscape and river. However, if tall buildings are located too close to a watercourse they can cause overshadowing, create wind corridors and introduce artificial light spill which can disrupt vegetation growth and the attractiveness of the river corridor area as habitat or migratory/foraging routes for wildlife, such as bats,</p>
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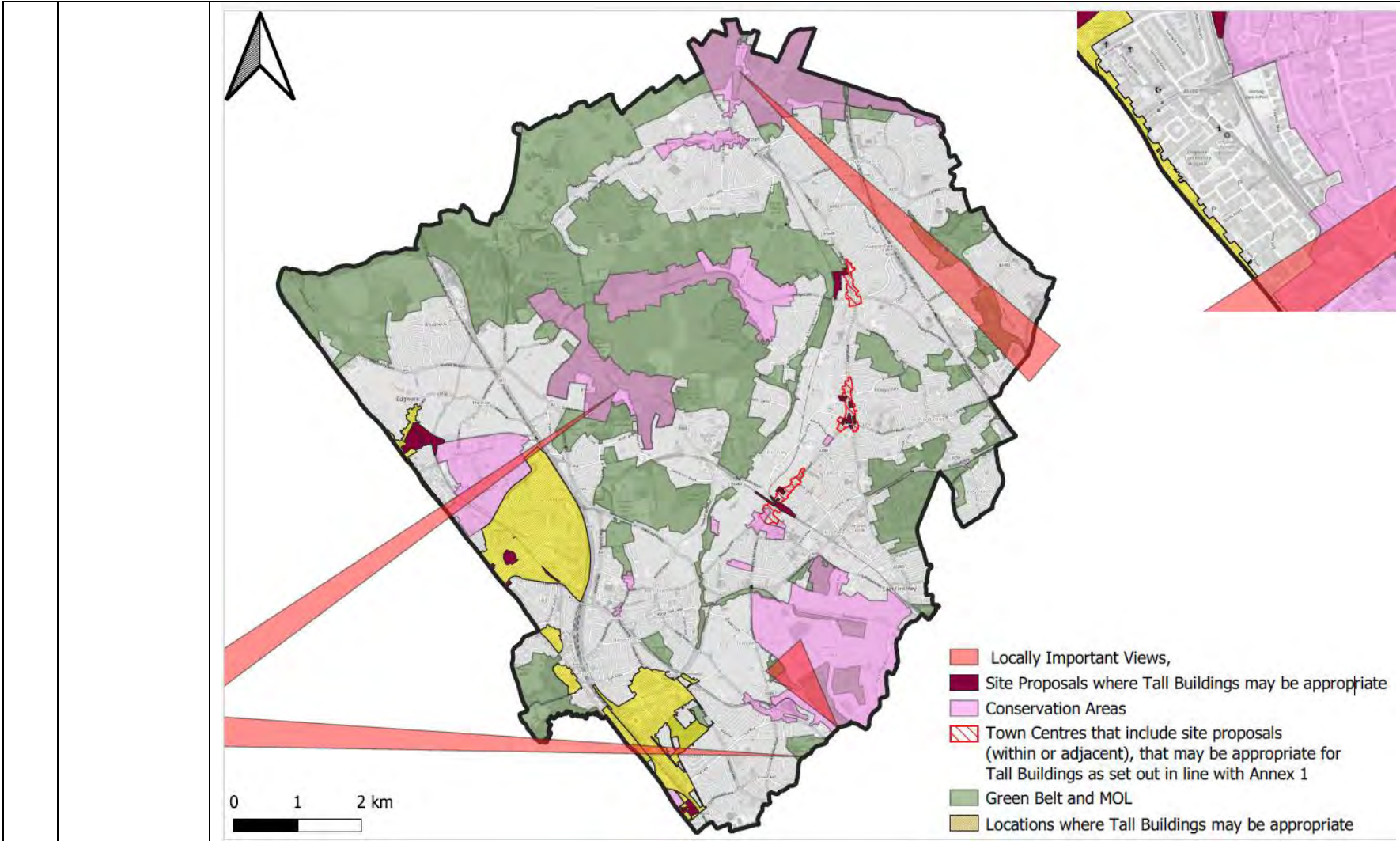
		<p>insects and birds. In order to avoid such impacts taller buildings should be to be set back further, more than 10 metres, to provide a substantial buffer zone adjacent to the river, and to preserve and enhance the river corridor area.</p> <p>6.18.12 The Council requires that visual impact is addressed in terms of long-range views from<u>of</u> the top of the building, mid-range views from the surrounding neighbourhood and intermediate views from the surrounding streets. <u>The Council has identified on Map 4 and the Policies Map four long established important local views within the Borough. These are:</u></p> <ol style="list-style-type: none"> <u>1. from Mill Field towards Harrow-on-the-Hill;</u> <u>2. from Golders Hill Park towards Harrow-on-the-Hill;</u> <u>3. from Hampstead Heath Extension towards Hampstead Garden Suburb; and</u> <u>4. from King George Fields, Hadley Green across Central London including Canary Wharf. Map 4 shows these locally important views, conservation areas in the Borough, Green Belt / MOL and the location of existing tall buildings together with the strategic locations (including Opportunity Areas) identified for tall buildings. The Council will seek to ensure that development is compatible with such views in terms of setting, scale and massing.</u> Proposals for buildings of height that the Council considers cause harm to these views will be resisted.
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MM 47	<p>Chapter 6 Character, Design & Heritage</p> <p>Map 4 – Locations where Tall Buildings may be appropriate</p>	<p>Map 4 – <u>Locally Important Views</u> <u>Locations where Tall Buildings may be appropriate</u></p>
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MM 48	<p>Chapter 6 Character, Design & Heritage</p> <p>Policy CDH05 And consequential changes to supporting text</p> <p>Paras 6.19.2 to 6.19.3</p>	<p>Policy CDH05 Extensions</p> <p>Proposals for extensions should follow good design principles in accordance with Barnet's suite of design focused SPDs. Measures such as green roofs and small scale renewable energy infrastructure that improve the sustainability of buildings will be encouraged.</p> <p>Extensions to properties should :</p> <p><u>The Council will support proposals for extensions to any building that:</u></p> <ol style="list-style-type: none"> A. Complement the character of the existing building, particularly in terms of scale, style, form and materials. B. <u>Are</u> Be subordinate to the existing building in terms of size, scale or <u>and/or</u> height and in the case of upward extensions of tall buildings, comply with Policy CDH04. C. Incorporate a roof profile and materials sympathetic to the existing property. D. Maintain an acceptable outlook and adequate spacing between any surrounding buildings <u>with regards to Policy CDH01.</u> E. Retain satisfactory amenity space <u>and landscaping in accordance with Policy CDH07:</u> <ol style="list-style-type: none"> a) <u>For non-residential development this means ensuring soft landscaping is retained where important to ensure development responds sensitively to distinctive local character and design; and</u> b) <u>Extensions to existing residential buildings should not reduce amenity space provision below the standards set out in Table 10.</u> F. Avoid <u>significant</u> adverse impacts on the sunlight/daylight to neighbouring properties <u>with regard to Policy CDH01.</u> G. Maintain or improve the appearance of the locality or street scene <u>with regard to Policy CDH01.</u> H. Respect the privacy of surrounding residents, <u>with regard to Policy CDH01,</u> having regard to the position of windows, layout/use of rooms, any changes in land levels, floor levels and boundary treatment. <p>Not result in a significant cumulative impact on the environmental quality of the area.</p> <p>Improve energy efficiency and incorporates renewable sources of energy.</p> <p>Extensions to existing properties should not result in amenity space provision falling below the standards set out in Table 11.</p>
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- I. Follow good design principles. This includes having due regard to the guidance provided in any extant relevant SPD addressing matters of sustainable design.

6.19 Extensions

6.19.2 The Council acknowledges the contribution of residential conversions to diversifying Barnet's housing supply. In locations with good service provision and transport accessibility this form of accommodation, when appropriately designed, can be attractive to first time buyers and downsizers. This positive contribution however is largely undone by residential conversions that are inappropriately located. Policy HOU03 addresses the issue of managing conversions with respect to the overall housing stock and sets criteria for how the potential for housing delivery from residential conversions and the re-development of larger homes will be optimised. ~~Highlights those locations in the Borough where they may be more appropriate. It addresses the cumulative impact on the character of areas by changing external appearance and increasing activity from more people movement, increased car usage and parking stress as well as greater demands on servicing.~~

6.19.3 Policy CDH05 applies to all extensions, commercial, public as well as residential uses. It is therefore applies to extensions to any building, including extensions to create new residential units. The policy highlights that context and local character are key considerations in the design of extension development. Extensions should not adversely impact on the character of the surrounding area or cause harm to established gardens, open areas or nearby trees. There should be no significant adverse impact on the amenity of neighbouring properties.

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MM 49	Chapter 6 Character, Design & Heritage Policy CDH06 And consequential changes to supporting text Paras 6.20.1 to 6.20.2
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Policy CDH06 Basements and below ground development

~~Proposals for basements should follow good design principles in accordance with the Barnet's suite of design focused SPDs~~

Basement and other below ground development proposals to buildings properties should:

- A. Ensure that trees and tree roots of value within the site, and trees and their roots on or neighbouring land adjoining the site are not damaged;
- B. Ensure that amenity space is retained in accordance with Policy CDH07 not more than 50% of the amenity space (garden or front court yard) is removed;
- C. Ensure the site's suitability taking account of ground conditions and any risks from land instability, contamination and ~~Have no demonstrable adverse impact on neighbouring ground water conditions;~~
- D. Be subordinate in size to the building property being extended; and
- E. With regards to any exposed areas should respect its the building's original design, character and proportions for any visible aspects of the extension;
- F. ~~e)~~ Ensure railings, grilles and other light-well treatments avoid creating visual clutter and detracting from an existing frontage or boundary wall, or obscuring front windows;
- G. ~~f)~~ Be able to function properly for the purpose intended, with rooms of an adequate size and shape receiving acceptable levels of natural lighting and ventilation. All habitable rooms within basement accommodation should have minimum headroom of 2.5 metres; should comply with the minimum ceiling height standards set out in London Plan Policy D6;
- H. ~~g)~~ Consider impact of forecourt parking on light to basement windows; and
- I. ~~h) Not be located in Flood Zone 3B. Where appropriate be accompanied by a site- specific flood risk assessment in accordance with the NPPF.~~
- J. Follow good design principles. This includes having due regard to any extant relevant SPD addressing matters of sustainable design.

Basement and below ground development will be considered with regard to the relevant requirements of Local Plan policies CDH01, CDH07, CDH08, ECC01 and ECC02.

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		<p>6.20 Basements <u>and below ground development</u></p> <p>6.20.1 Basement development, or extensions that go beyond permitted development rights, and which involve excavation of land, helps create additional space for homes. <u>The construction of new basements or any extensions to existing basements which involve excavation of the land, can help create additional space for existing residential and non-residential buildings.</u> However, the excavation involved in basement <u>and other forms of below ground</u> development can have implications for ground water conditions leading to ground instability and/or increased flood risk and water table problems for the roots of existing well-established trees. <u>Whilst each case must be considered on its merits, as a general indicative guideline the Council will therefore seek at least 50 per cent of the rear garden area to be free of subterranean development and at its original ground level.</u></p> <p>6.20.2 Policy CDH06 refers to basement development that also includes lightwells or basement light shafts, and other underground development at or below ground level. When it refers to garden space this includes unbuilt, private open space on the property which includes grassed and landscaped areas, paving and driveways. Policies relating to design, heritage, flood risk and open space are also relevant to basement development and will be taken into account when considering such schemes. Policy CDH06 highlights the importance of taking account of context and local character in the design of basement development. <u>Basements and other forms of below ground development</u> should not impact on the character of the surrounding area or cause harm to the established garden, open area, nearby trees. There should be no significant adverse impact caused to the amenity of neighbouring properties.</p>
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MM 50	Chapter 6 Character, Design & Heritage Policy CDH07	<p>Policy CDH07 Amenity Space and Landscaping</p> <p>A. Development proposals should as a minimum provide:</p> <p><u>a) Meet as a minimum the outdoor Amenity space requirements as set out in Table 44 10; and</u></p>
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	<p>And consequential changes to supporting text Paras 6.21.1 to 6.21.4, Table 10 (as renumbered), Paras 6.22.2 to 6.22.7</p>	<p>b) <u>Provide play spaces in accordance with the London Plan Policy S4. and the Mayor's SPG on Shaping Neighbourhoods – Play and Informal Recreation.</u> Where amenity space does not meet the standards in (i) or (ii) contributions to off-site provision will be expected. <u>B Development proposals Where to includeing hard and/or soft landscaping must ensure that:</u> a) Design and layout is sympathetic to the local character, whilst providing <u>adequate effective amenity space that is fit for purpose and access for both existing and future occupiers with minimal visual impact and,</u> with particular regard to <u>avoiding unusable space parking areas.</u> b) Hardstandings should contribute positively to the streetscene, maintaining a balance between hard and soft landscaping; with opportunities taken to add wild gardens supported where c) <u>Where possible soft landscaping is designed to provide biodiversity benefits such as habitat creation using native species</u> d) Provision is made for an appropriate level of new and existing wildlife habitat including tree and shrub planting to enhance biodiversity . There is no net loss of wildlife habitat and that there is a biodiversity net gain of at least 10%, either within the development site or off site and in accordance with Policy ECC06. e) Existing trees and their root systems are safeguarded, or replaced if necessary with suitable size and species of tree. <u>of value should be retained wherever possible. Retained trees must have their stems, canopy and root systems safeguarded. Where trees are removed they should be replaced with trees of equal value and of suitable sizes and species. In circumstances where it is demonstrated that it would not be possible to provide replacement trees on site to the value removed, a contribution to the Council for any residual value may be made to provide trees within nearby streets and open spaces. This may be secured using a planning obligation.</u> f) Provision is made for Sustainable Urban Drainage Systems <u>in accordance with Policy ECC02A.</u></p>
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6.21 Amenity Space and Landscaping

6.21.1 Outdoor amenity space is highly valued to help protect and improve the living standards of residents enabling them to engage with the locale as well as contribute to maintaining and enhancing the wider character of the Borough. Minimum private open space standards, as set out in Table ~~44-10~~ have been established in the same way as the internal space standards (as set out in Table ~~9-8~~), by considering the spaces required for garden furniture, access and activities in relation to the number of occupants. The resultant space should be of practical shape and utility and care should be taken to ensure that the space offers good amenity. This space does not count towards the Gross Internal Area (GIA) used in calculating internal space standard.

6.21.2 Residential units with insufficient garden or amenity space are unlikely to provide good living conditions for future occupiers. For houses, amenity space should be provided in the form of individual rear gardens. Private outside space should be practical in terms of its shape and utility, to ensure the space offers good amenity. All dwellings should have level access to one or more of the following forms of private outside spaces: a garden, terrace, roof garden, courtyard garden or balcony. The use of roof areas, including podiums, and courtyards for additional private or shared outside space is also encouraged. For flats, options may include provision of communal spaces around buildings, on roofs, balconies or winter gardens. Within town centres there may be a requirement for wider contributions to an improved public realm.

6.21.3 Amenity space for all new self-contained housing developments should meet the minimum standards ~~new development should meet the standards~~ set out in Table ~~44-10~~ and London Plan Policy S4. ~~In tall buildings, where site constraints make it difficult to provide private outdoor open space that offers good amenity for all units, additional internal living space that is equivalent to the area of the private open space requirement will be expected as an integral part of the design. This additional space must be added to the minimum GIA internal space standard. Where the standards cannot be met and~~

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~~an innovative design solution is not possible the Council will seek a Planning Obligation. Barnet's Planning Obligations SPD sets out the S106 criteria requirements for open spaces. These contributions are separate from and in addition to any contribution that is required where a development is located in an area of open space deficiency. Similarly, residential development in areas of playspace deficiency as well as those in areas with sufficient playspace will normally be expected to make a contribution either on site or financially for playspace. Further information on areas of open space and playspace deficiency in Barnet and is set out in the Planning Obligations SPD.~~

Table 14 10 Outdoor amenity space requirements

	Development Scale
<p>Self-contained residential developments For Flats:</p> <p>A minimum 5m² of private outdoor space should be provided for 1-2 person dwellings and an extra 1m² provided for each additional occupant <u>that achieves a minimum depth and width of 1.5m.</u></p>	Minor, Major and Large scale
<p>For Houses:</p> <ul style="list-style-type: none"> • 40 m² of space for up to four habitable rooms • 55 m² of space for up to five habitable rooms • 70 m² of space for up to six habitable rooms • 85 m² of space for up to seven or more habitable rooms 	Minor, Major and Large scale
<p>Development proposals should <u>will not normally be permitted if it compromise the minimum outdoor amenity space standards for self-contained residential developments</u></p>	Householder

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		<p>6.21.4 Outdoor amenity space should be designed to cater for all household needs including those of the elderly, young children and families. The space should be accessible for wheelchair users and should also facilitate use for disabled people in terms of paving, lighting and layout. It is important to distinguish boundaries between public, private and communal areas in order to identify who will take responsibility for the maintenance and security of private and semi-private areas. Further guidance is <u>will be</u> set out in <u>the forthcoming Sustainable Design and Development Guidance SPD</u>. Barnet's suite of design focused SPDs.</p> <p>6.22 Landscaping, Trees and Gardens</p> <p>6.22.2 Landscaping of development sites should be included as an integral part of a proposal at an early stage and approved before work on site commences. Careful consideration should be given to the existing character of a site, its topography and how features such as planting, trees, surface treatments, furniture, lighting, walls, fences and other structures are to be designed and used effectively. More detailed advice about the use of landscaping is <u>will be</u> provided in <u>the forthcoming Sustainable Design and Development Guidance SPD</u>. Barnet's suite of design focused SPDs together with the Green Infrastructure SPD.</p> <p>6.22.3 The Council will seek to retain existing wildlife habitats such as trees, shrubs, ponds and hedges wherever possible. Where trees are located on or adjacent to a site the Council will require a tree survey to accompany planning applications indicating the location, species, size and condition of trees. Trees should be retained wherever possible and any removal will need to be justified in the survey. Where removal of trees and other habitat can be justified, appropriate replacement should consider both habitat creation and amenity value. <u>Trees and woodlands provide important environmental contributions as they help with pollution removal, carbon storage, and storm water attenuation and there is a cost when these</u></p>
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		<p><u>services are lost. Consequently, when trees are removed the asset is degraded and the compensation required in terms of substitute planting to replace services lost should be based on a recognised tree valuation method such as Capital Asset Valuation of Amenity Trees (CAVAT).</u></p> <p>6.22.4 The NPPF and London Plan require development to provide a net biodiversity gain of at least 10%.²⁸ To demonstrate that the development is providing a positive contribution to biodiversity a development must meet the requirements of Policy ECC06.</p> <p>6.22.5 Trees make an important contribution to the character, and appearance of the Borough as well as reducing surface water run-off, improving air quality and benefits for wellbeing. Trees that are healthy and are of high amenity value can be protected by a Tree Preservation Order (TPO) under the Town and Country Planning Act 1990. Further detail is provided in the Green Infrastructure SPD.</p> <p>6.22.6 Sustainable Urban Drainage Systems (SuUDS) aim to use drainage methods which mimic the natural environment. Swales are linear vegetated drainage features in which surface water can be stored or conveyed. They provide a good example of SuUDS which can be incorporated into landscaping. Further guidance on SuUDS is <u>will be set out in the forthcoming Sustainable Design and Development Guidance SPD. Barnet's suite of design focused SPDs</u></p> <p>6.22.7 Gardens make a significant contribution to local character, enhancing biodiversity, landscaping including trees, tranquillity, sense of space and the setting of buildings. Front gardens also support local character, visually enhance suburban residential streetscape and environmentally friendly local character. <u>Any provision of space for vehicle parking within front gardens should be carefully considered to ensure it is appropriately sited to minimise impact on character whilst ensuring that it is usable with acceptable access from the highway and maintaining pedestrian access to the building.</u> Garden development that is considered to be detrimental to local character, such as large extensions or infill will</p>
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		be refused. Further guidance on managing the impact of development on gardens is <u>will be</u> set out in <u>the forthcoming Sustainable Design and Development Guidance SPD</u> . Barnet's suite of design focused SPDs
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MM 51	Chapter 6 Character, Design & Heritage Policy CDH08 And consequential changes to supporting text Paras 6.23.1 to 6.23.3, Section 6.24, Paras 6.24.1, 6.25.1 to 6.25.6, 6.26.1, 6.26.3, 6.28.1, 6.28.2, 6.32.1, 6.32.2, Section 6.33, Para 6.33.1 & Table 11 as renumbered	<p>Policy CDH08 Barnet's Heritage</p> <p><u>In accordance with national policy,</u> tThe Council will ensure that Barnet's <u>designated</u> heritage assets (designated and non-designated), including its conservation areas, statutory listed buildings, scheduled monuments, registered historic parks and gardens, archaeological remains, <u>locally listed buildings</u> registered historic battlefield, <u>and its non-designated heritage assets</u> are conserved and enhanced in a manner appropriate to their significance. These assets are an irreplaceable resource which greatly contribute to the Borough's distinctive character and should continue to be enjoyed by present and future generations.</p> <p>Designated Heritage Assets</p> <p>Great weight will be placed on the conservation of the Borough's designated heritage assets, including listed buildings and conservation areas, when considering the impact of development proposals. Any harm to, or loss of, the designated heritage asset will require clear and convincing justification. Substantial harm to, or loss of, designated heritage assets will not be permitted unless it can be demonstrated that substantial public benefits will be achieved that outweigh such harm or loss.</p> <p>Where less than substantial harm will result from a development proposal, this harm will need to be balanced against any public benefits that emanate from the proposal.</p> <p>A. Conservation Areas</p> <p>The Council will seek to preserve or enhance <u>In exercising the Council's duties set out in section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, special attention will be</u></p>
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paid to the desirability of preserving or enhancing the character and appearance of conservation areas when assessing development proposals. Great weight will be given to the asset's conservation. Conservation area character appraisals and, where applicable, conservation area-based design guidance will be used in the assessment of planning applications.

The following criteria will be applied to development in conservation areas:

~~i) the loss or substantial demolition of, a building that makes a positive contribution to the character or appearance of a conservation area, including a locally listed building~~

a) development resulting in substantial harm to or loss of the significance of the designated heritage asset will be resisted, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the relevant criteria within the NPPF apply.

b) where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

c) ~~ii) the above criteria a) and b), will also be applied where impact of development either inside or outside a conservation area (within its setting), but which has a harmful impact on its character, or appearance or significance, including its setting, will be resisted where there would be adverse effects to buildings, iii) the impact of development on trees, landscaping and or open space, including gardens, that contributes positively to its significance. to the character or appearance of a conservation area will be opposed.~~

d) ~~iv) proposals should have regard to the local historic context and character, including the appearance, scale, mass and height of buildings, use of materials, patterns of development and the layout of buildings and spaces. v) vi)~~

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e) proposals should retain architectural detailing, traditional features, including shopfronts, which contribute positively to the character, appearance and significance of a building or an area conservation area.

vii) ~~in exceptional circumstances, where the loss of any heritage asset is permitted, the Council will require the submission of a contract of works to ensure the new development will proceed immediately after the loss has occurred~~

B. Statutory Listed Buildings

In exercising the Council's duties as set out in sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990, the conservation of Barnet's statutory listed buildings will be given a high priority of importance great weight (the more important the asset, the greater the weight should be). when assessing applications. Special regard will be given to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses. In accordance with national policy, Any harm to, or loss of, the significance of listed buildings will require clear and convincing justification.

The following criteria approach will be applied: i) ~~Resist any~~ where there is harm to, or loss of significance of a listed building, including from its whole or partial demolition, extensions or alterations that are inappropriate in design, scale or material. ii) ~~Resist harmful alterations to the interior or exterior, or changes to curtilage features~~ iii) ~~Resist extensions or additions that are inappropriate in design, scale or material or any other~~ iii) ~~Resist any harm to, or loss of, its significance, from development within its~~ the setting of a listed building, including tall buildings³⁰;

a) where resulting in substantial harm to the significance of the designated heritage asset the proposal will be resisted, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss (or all of the relevant criteria within the NPPF apply).

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b) where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

C. Registered Parks and Gardens

Development proposals within Registered Parks and Gardens should respect their special historic character and aesthetic qualities, whilst avoiding any adverse impact on their setting or on key views within or outside the designated sites. In accordance with national policy, Any harm to, or loss of, their significance, from alterations, destruction, or from development within its-~~their~~ setting, should will require clear and convincing justification. Substantial harm to Grade II Registered Parks or Gardens should be exceptional, and wholly exceptional for Grade II* Registered Parks or Gardens, and the respective approaches to heritage assets in the NPPF will be followed in circumstances where a proposed development would lead to substantial harm to (or total loss of significance), or would lead to less than substantial harm to its significance.

D. Registered Historic Battlefield

The site of the Battle of Barnet (1471) is of great historical importance and will be protected from development, both above and below ground. If a proposal, that would result in harm to its significance it will be considered relative to the approach to heritage assets in the NPPF.

E. ~~Locally Listed Buildings and Other Non-Designated Heritage Assets~~

The Council will ~~protect~~ conserve ~~Locally Listed Buildings~~ non-designated heritage assets and their settings in ~~accordance with~~ a manner appropriate to their significance. Therefore, and in accordance with national policy, the effect on the significance of a non-designated heritage asset will be taken into account in determining an application. There is a presumption in favour of their retention and their loss will be normally be resisted. When considering applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required, having regard to the scale of any harm or loss, taking into account any public benefits that might result. Development proposals, including external alterations and extensions, are encouraged to take

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~~opportunities to should conserve,~~ better reveal and enhance the significance of these non-designated heritage assets and their settings.

F. Archaeology

Archaeological remains will be ~~protected,~~ conserved in a manner appropriate to their significance. ~~Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, an appropriate desk-based assessment and, where necessary, a field evaluation will be required.~~ particularly in the identified Areas of Special Significance, by requiring that This should include acceptable measures are to be taken proportionate to the significance of the heritage asset to preserve conserve them and their setting, including physical preservation, where considered appropriate. Where dDevelopment which impacts substantially on archaeological assets of national importance, which are of demonstrably equivalent significance to scheduled monuments, will be resisted it will be subject of consideration relative to the approach to heritage assets in the NPPF.

~~Scheduled monuments and other undesignated assets which are demonstrably of national archaeological importance, which hold, or potentially hold, evidence of past human activity, should be preserved in situ. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, tThe Council will require developers to consult with GLAAS and if appropriate HADAS the Greater London Archaeological Advisory Service (GLAAS) and, where relevant, the Hendon and District Archaeological Society (HADAS)⁵, including and submit submission of an appropriate desk-based assessment together with, where necessary, a field evaluation. Archaeological Priority Areas (APAs) are identified in Table 11. As part of any application, development proposals within these areas will need to provide~~

⁵ HADAS (Hendon and District Archaeological Society) was founded in 1961 with one aim: to find and prove, on the ground, the Saxon origins of Hendon. Since that time the Society has expanded in area, today encompassing the whole of the London Borough of Barnet and excavation and research now covers all archaeological periods

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detail in consultation with GLAAS of how they will investigate, catalogue and where possible preserve the remains in situ or in a museum.

~~Non-Designated Heritage Assets~~

~~When assessing the impact of a proposal on a non-designated heritage asset, the effect on its significance will be taken into account when determining the application. A balanced judgement will be required, having regard to the scale of any harm or loss and any public benefits that might result.~~

~~The Council may identify any potential non-designated heritage asset as a consideration of development proposals.~~

~~Heritage at Risk~~

~~The Council will work with Historic England, asset owners, developers and other stakeholders to find solutions to buildings, sites and places on the Heritage at Risk Register.~~

~~Archaeological Interest~~

~~The Council will protect remains of archaeological importance in accordance with their significance. Assets of national archaeological importance should be preserved in-situ. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, the Council will require developers to consult with GLAAS and if appropriate HADAS and submit an appropriate desk-based assessment and, where necessary, a field evaluation.~~

6.23 Barnet's Heritage

6.23.1 The Council takes a positive approach to the conservation and enhancement of the historic environment and recognises the wide benefits it can bring to the local economy, character, and distinctiveness of the Borough. Barnet's historic environment significantly contributes to the Borough and its sense of place and therefore all new development should respect its the character and distinctiveness. ~~of Barnet's historic environment.~~ The historic environment is reflected in the designation

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of 16 conservation areas, the majority of which are supported by conservation area character appraisals. Barnet has over 650 statutory listed building entries on the National Heritage List. The Borough has 5 Registered Parks and Gardens on Historic England's Register of Parks and Gardens. The Borough also has London's only Registered Historic Battlefield, the site of the Battle of Barnet (1471), which is of national significance and lies to the north of Chipping Barnet. There are also two Scheduled Monuments, at Brockley Hill in Edgwarebury and at the Manor House in Finchley, five prehistoric, four Roman and thirty medieval sites containing archaeological remains of more than local importance. These have been grouped into nineteen 'Local Archaeological Priority Areas' (APAs) as listed in Table 11 and shown on the Policies Map. In addition to these heritage assets the Council maintains a Local Heritage List consisting of over ~~1200~~ 1250 non-designated heritage assets.

6.23.2 National planning policy distinguishes between designated and non-designated heritage assets. Table ~~12~~ 11 lists Barnet's heritage assets (including Statutory Listed Buildings, Battlefield Sites, Registered Parks and Gardens, Scheduled Monuments, ~~Local Areas of Special Archaeological Significance~~ and Conservation Areas) and non-designated heritage assets (local heritage assets ~~locally listed buildings~~)²⁹ including APAs and locally listed buildings). These assets are an irreplaceable resource and the Council will therefore assess proposals based on a presumption that the heritage asset should be conserved while looking for opportunities to enhance a heritage asset's significance. The Council recognises that well-designed development can make a positive contribution to and better reveal the significance of heritage assets. The Council takes a proactive approach to conserving its heritage assets in a number of ways. These include: the publication of Conservation Area Character Appraisals; working with Conservation Area Advisory Committees; working with Historic England to remove heritage at risk assets from the register; the maintenance establishment of a Local Heritage List; and the ~~production of Design Guidance and Codes~~ creation of Design Guidance.

6.23.3 In determining applications for planning permission that affect heritage assets or their settings, the NPPF requires, amongst other things, that local planning authorities take into account the desirability of sustaining and enhancing the significance of such heritage assets, and of putting them to viable uses

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consistent with their conservation; and consider the positive contribution that conserving such heritage assets can make to sustainable communities including their economic vitality.

6.24 Designated Heritage Assets

6.24.1 In accordance with the NPPF great weight will be placed on the conservation of the Borough's designated heritage assets when considering the impact of development proposals. The Council will not permit harm to a designated heritage asset unless the public benefits, which can include heritage benefits, of the proposal outweigh the harm; or, in the case that development would result in substantial harm to or total loss of the significance of the asset, it is demonstrated that the nature of the asset prevents all reasonable uses of the site; no viable use of the asset itself can be found in the medium term through appropriate marketing that will enable its conservation; conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and the harm or loss is outweighed by the benefit of bringing the site back into use. More detailed guidance on public benefits is set out in National Planning Practice Guidance (NPPG). Harm to, or loss of, a designated heritage asset requires clear and convincing justification. ~~In determining applications affecting heritage assets the Council will take into consideration the scale of the harm and the significance of the asset.~~

6.25 Conservation Areas

6.25.1 The Council has adopted a series of conservation area character appraisals which serve as a material consideration when assessing planning applications for development in conservation areas. Design guidance has also been produced for some conservation areas and provides advice on repairs, alterations, extensions, outbuildings, landscaping, works to trees and gardens. Applications are determined in the light of the guidance provided. The Council will manage changes in a way that ensures the distinctive characters of conservation areas is retained and all new development makes a positive

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		<p>contribution to the conservation areas in particular that it preserv<u>ing</u>es or enhanc<u>ing</u>es the special character or appearance of that area. The character of <u>each</u> a conservation areas derives from a combination of factors, <u>which include the</u> such as built form and scale of its historic buildings and density, the pattern of development, the overall landscape including the topography, <u>trees</u> and open space. In addition, characteristic materials, architectural detail and historic uses are significant. The design of new development should identify and respond to such elements. Design and Access Statements must include an assessment of the historic local context and character and clarify how new proposals have been informed by it and respond to it.</p> <p>6.25.2 Barnet's conservation areas can also be impacted by development <u>which takes place</u> outside of the conservation area but may be visible from within it <u>as part of its setting</u>. This can include high or bulky buildings, which can have a detrimental impact on areas that may be some distance away, as well as development that may be sit alongside a conservation area. The Council will oppose <u>critically appraise</u> development <u>which outside conservation areas, including in neighbouring boroughs, that it considers could cause harms the significance of to the character, appearance or setting of any a</u> conservation area <u>in accordance with the NPPF and any other relevant guidance produced by the Council (including Conservation Area Design Guidance).</u></p> <p>6.25.3 The loss of traditional uses can erode the character of an area. It is essential therefore that traditional uses are not displaced by redevelopment proposals for change of use. A change in traditional patterns of use can erode the character of an area. It is essential therefore that uses contributing to the character of a conservation area are not displaced by redevelopment proposals, including changes of use. Public houses and local shops are of particular importance to the character of conservation areas, especially when they are located in historic buildings. The Council will seek to protect traditional uses of buildings these, and other uses where viable, under policies GSS08, TOW01, TOW02, TOW03 and <u>CHW04.</u></p>
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		<p>6.25.4 When considering applications for <u>the</u> demolition of buildings that are locally listed or are considered to make a positive contribution <u>to the area</u>, the Council will <u>consider</u> take into account the significance of the building and its contribution to the conservation area. <u>Proposals for the demolition of buildings and facadism will often have a harmful effect on the significance of a conservation area. The Council will resist the total or substantial demolition of such buildings, including proposals for facadism, unless significant public benefits, which should include heritage benefits, are shown that outweigh the case for retention.</u> Applicants will be required to have regard to national and local plan policies and any other relevant supplementary guidance produced by the Council in order to justify the demolition of a building that is considered to make a positive contribution to a conservation area. All planning applications proposing total or substantial demolition within conservation areas must clearly demonstrate that effective measures will be taken to ensure the structural stability of all retained fabric during demolition and re-building. The Council must be satisfied that any approved development, <u>following the loss of a heritage asset</u>, will proceed within an agreed timespan. <u>Where the loss of any heritage asset is permitted, the Council may seek the submission of a contract of works to ensure the new development will proceed immediately after the loss has occurred.</u></p> <p>6.25.5 The loss of historic architectural details can erode the character and appearance of a conservation area. Proposals for alterations should <u>normally</u> be undertaken in materials matching that of the original. Where traditional architectural features have been lost, re-instatement of such elements will be considered provided sufficient evidence exists for an accurate replacement.</p> <p>6.25.6 The use of Article 4 Directions to remove permitted development rights will be considered where the character and appearance of a conservation area is <u>believed</u> considered to be under threat by the loss or alteration of traditional architectural details. <u>gradual erosion of its character and appearance through inappropriate development.</u></p>
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6.26 Statutory Listed Buildings

6.26.1 Barnet's statutory listed buildings and structures make a significant contribution to the Borough's architectural legacy. They provide places for people to live and work in, are often cherished local landmarks, some of which contribute to their local areas as visitor attractions and make important and valued contributions to the character and appearance of the Borough. The ~~Borough Council~~ has a duty to ~~preserve~~ conserve such assets for both present and future generations and such buildings will be protected under ~~such~~ relevant policies as set out in the NPPF.

6.26.3 The setting of a listed building is not fixed and may change as the asset and its surroundings evolve. The setting itself is not designated and its importance depends entirely on the contribution it makes to the significance of the heritage asset or its appreciation. New development can impact on the setting of listed buildings and any adverse impact ~~should be avoided~~ will require clear and convincing justification. Historic England has produced guidance on managing change within the setting of heritage assets and proposals will be expected to be in line with this guidance.

~~6.29~~ 6.28 Registered Parks and Gardens

~~6.29.1~~ 6.28.1 Barnet has five Registered Parks and Gardens

- Golders Green Crematorium (Ggrade I);
- East Finchley Cemetery (Ggrade II*);
- St Pancras and Islington Cemetery (Ggrade II*);
- Stephens House and Gardens ~~Avenue House Grounds~~ (Ggrade II); and
- Hoop Lane Jewish Cemetery (Ggrade II).

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~~6.29.2~~ 6.28.2 These sites are considered to have historical significance as they have been skilfully planned with surroundings reflecting the landscaping fashions of their day. The emphasis for their recognition is on 'designed' landscapes, rather than on planting or botanical importance. Development in the immediate surrounds of these Registered Parks and Gardens should be designed in a manner that does not detract or harm their significance ~~or~~ which includes their setting.

~~6.32~~ 6.31 Heritage at Risk

~~6.32.1~~ 6.31.1 Barnet's Heritage at Risk Register is updated annually by Historic England and reported through the Authorities Monitoring Report. The Council will work with Historic England, asset owners, developers and other stakeholders to find solutions to buildings, sites and places on the Heritage at Risk Register. ~~Developers considering the redevelopment of sites containing buildings on the Register must work with the Council and Historic England to determine the best course of action to retain and restore the historic asset.~~

Non designated heritage assets

~~6.33~~ 6.32 Local Heritage List

~~6.33.1~~ 6.32.1 Barnet has many historic, locally significant buildings and other assets which make a positive contribution to the distinctiveness of local areas, including conservation areas. The NPPF identifies such buildings and structures as non-designated heritage assets. Barnet has a Local Heritage List which identifies buildings of historic or architectural interest. The Council may identify any ~~potential non-designated heritage asset when considering development proposals as part of the~~ decision-making process on planning applications (see NPPG para: 039 Reference ID: 18a-040-20190723). The non-designated heritage asset will be identified by applying the adopted criteria for the

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		<p><u>selection of local heritage assets as found on the Council's website. The effect of an application on the significance of a non-designated heritage asset will be taken into account in determining the application, in accordance with the NPPF. These NPPF requirements mean that the conservation of a building or site on a local heritage list as a heritage asset is a material consideration when determining the outcome of a planning application. Planning applications can be refused on the grounds of harm to a local heritage asset. The legitimacy and weight within the planning system of local heritage lists is increased when the list has been prepared in accordance with defined selection criteria and has been subject to public consultation.</u> In considering applications that affect these non-designated heritage assets, the Council will have regard to the significance of the asset and the scale of any harm or loss. There is a presumption in favour of retaining all Locally Listed Buildings as well as any building which makes a positive contribution to the character or appearance of a Conservation Area.</p> <p>6.32.2 <u>The Council will need to be satisfied that all efforts have been made to continue the present use or to find the compatible alternative uses before considering demolition as a viable option, including marketing the property for the sole purpose of its ongoing use.</u> Prior to considering the <u>demolition of a non-designated heritage asset, it is expected that efforts are made to continue its use or find alternative uses that are consistent with its conservation.</u> In line with the NPPF a deteriorated condition as a result of deliberate neglect of or damage to a heritage asset will not be a factor considered in any decision. The <u>Council LPA</u> will assess proposals for demolition by taking into consideration both the condition of the existing building (particularly if it is beyond repair and its continued use is unviable), <u>the harm to its significance, balanced against</u> and the merits of the alternative proposals for the site <u>including public benefits, which could include heritage benefits.</u></p> <p>6.28-6.33 <u>Archaeological Priority Areas and Scheduled Monuments</u></p> <p>6.28.1-6.33.1 <u>Archaeological remains, above and below ground level, and Scheduled Monuments, are important surviving evidence of Barnet's past and once removed are lost forever. Due to the long history of human habitation across Barnet there are archaeological sites and areas, that are designated,</u></p>
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undesigned and yet to be discovered; therefore, all applications that have the potential to impact upon archaeological heritage assets should be supported by an archaeological desk-based assessment. The aim of the assessment is to identify the scale and significance of the archaeological impact. An archaeological field evaluation may also be necessary. The Council will consult with Historic England and the ~~Greater London Archaeology Advisory Service (GLAAS)~~ on the implications of development proposals in APAs Archaeological Priority Areas. GLAAS holds further information on archaeological sites in Barnet. When considering proposals which have the potential to impact on archaeological remains, the Council will have regard to the NPPF. It may also be appropriate for ~~Hendon and District Archaeology Society (HADAS)~~ to be consulted.

Table 42 11 - Barnet's Designated and Non-designated Heritage Assets

Listed Buildings	<u>Over 670</u> 651 entries
Battlefield Site	Battle of Barnet 1471
Registered Parks and Gardens	5 registered historic parks and gardens; St Marylebone Cemetery, <u>Stephens House and Gardens</u> Avenue House Garden , Golders Green Crematorium, St Pancras Cemetery and Hoop Lane Jewish Cemetery.
Scheduled Monuments	Brockley Hill Romano – British Pottery, Edgware Manor House Moated Site, East End Road, Finchley

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		<table border="1"> <tbody> <tr> <td data-bbox="297 244 719 927" style="background-color: #008080; color: white; text-align: center; vertical-align: middle;">Archaeological Priority Areas</td> <td data-bbox="723 244 1776 927"> <ol style="list-style-type: none"> 1. Barnet Gate and Totteridge Fields 2. Burnt Oak 3. Child's Hill 4. Chipping Barnet 5. Copthall 6. Cricklewood 7. East Barnet 8. East Finchley 9. Edgware 10. Edgwarebury and Scratchwood 11. Finchley 12. Friern Barnet 13. Galley Lane 14. Halliwick Manor House 15. Hendon 16. Mill Hill 17. Monken Hadley Common 18. Totteridge and Whetstone 19. Watling Street. </td> </tr> <tr> <td data-bbox="297 930 719 1386" style="background-color: #008080; color: white; text-align: center; vertical-align: middle;">Conservation Areas</td> <td data-bbox="723 930 1776 1386"> <ol style="list-style-type: none"> 1. The Burroughs, Hendon, 1983 2. Church End, Finchley, 1979 3. Church End, Hendon, 1983 4. College Farm, Finchley, 1989 5. Cricklewood Railway Terraces, 1998 6. Finchley Garden Village, 1978 7. Golders Green Town Centre, 1998 8. Hampstead Garden Suburb, 1968 9. Hampstead Village (Heath Passage), 1994 10. Mill Hill, 1968 11. Monken Hadley, 1968 12. Moss Hall Crescent, 1974 13. Totteridge, 1968 </td> </tr> </tbody> </table>	Archaeological Priority Areas	<ol style="list-style-type: none"> 1. Barnet Gate and Totteridge Fields 2. Burnt Oak 3. Child's Hill 4. Chipping Barnet 5. Copthall 6. Cricklewood 7. East Barnet 8. East Finchley 9. Edgware 10. Edgwarebury and Scratchwood 11. Finchley 12. Friern Barnet 13. Galley Lane 14. Halliwick Manor House 15. Hendon 16. Mill Hill 17. Monken Hadley Common 18. Totteridge and Whetstone 19. Watling Street. 	Conservation Areas	<ol style="list-style-type: none"> 1. The Burroughs, Hendon, 1983 2. Church End, Finchley, 1979 3. Church End, Hendon, 1983 4. College Farm, Finchley, 1989 5. Cricklewood Railway Terraces, 1998 6. Finchley Garden Village, 1978 7. Golders Green Town Centre, 1998 8. Hampstead Garden Suburb, 1968 9. Hampstead Village (Heath Passage), 1994 10. Mill Hill, 1968 11. Monken Hadley, 1968 12. Moss Hall Crescent, 1974 13. Totteridge, 1968
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		<p>14. Watling Estate, Burnt Oak, 1998</p> <p>15. Wood Street, Barnet, 1969</p> <p>16. Glenhill Close, Finchley, 2001</p>
		<p>Locally Listed Buildings <u>Over 1,250</u> 1,221</p>

MM 52	<p>Chapter 6 Character, Design & Heritage</p> <p>Policy CDH09 And consequential changes to supporting text Paras 6.34.1, 6.34.3 to 6.34.7</p>	<p>Policy CDH09 Advertisements</p> <p><u>A. Advertisements should be subject to control in the interests of amenity and public safety taking account of cumulative impact; therefore, the Council will support advertisements that:</u></p> <ul style="list-style-type: none"> a) Do not cause unacceptable harm to the character and amenity of the area or public safety and are sensitively designed and located <u>within</u> the street-scene and wider townscape; b) Ppreserve or enhance heritage assets and conservation areas; c) Do not contribute to an unsightly proliferation of signage in the area; or d) Do not contribute to street clutter in the public realm; <u>and-</u> e) Are of an appropriate size and siting <u>that does not</u> <p><u>B. The Council will resist advertisements that:</u></p> <ul style="list-style-type: none"> a) i) Significantly detract from the amenity of the street scene or neighbouring properties <u>as a result of a proliferation of signs and advertisements that cause 'visual clutter'</u>. b) ii) Cause a physical or visual obstruction, <u>or have an unacceptable impact on highway safety.</u> c) <u>Contribute to excessive including</u> light pollution from flashing or illumination to passers-by, <u>highway users,</u> nearby residential properties or wildlife habitats.
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~~The Council will resist advertisements on shopfronts that are above fascia level or ground floor level, except in exceptional circumstances.~~

Applications for Advertisement Consent should have due regard to the Sustainable Design and Development Guidance SPD. Proposals that are on Council land should have due regard to the Council's Advertising Policy.

6.34 Advertisements

6.34.1 Advertising can have an adverse impact on the appearance of an area, particularly if poorly sited and designed. The amenity impacts and safety implications of all advertisements will be carefully considered as a separate process within the planning system, which should be operated in a simple and effective manner. ~~Permission Consent~~ will not be given for proposals which ~~detract from the character of a building or street and impact on public as well as highway safety.~~ have detrimental impact on amenity or public safety, including highway safety, taking account of cumulative impacts.

6.34.3 The Council must manage advertisements effectively in terms of number, size, siting and illumination, as key considerations to ensure that they do not ~~have~~ result in unacceptable harm by virtue of causing substantial detrimental impact on the public safety, ~~character and~~ or amenity of the surrounding area and residents. Advertisements and signs should be designed to be complementary to and preserve the character of the host building and local area. Interesting and unique styles of advertisements and signs will be considered acceptable where they are compatible with the host buildings and surrounding environment.

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		<p>6.34.4 The Council will resist advertisements where they contribute to or constitute clutter or an unsightly proliferation of signage in the area. The Council aims to reduce visual street clutter, reducing the number of objects on the street, rationalising their location and limiting the palette of materials. Free standing signs and signs on street furniture will not normally be accepted where they contribute to visual and physical clutter and create a hindrance to movement along the pavement or pedestrian footway. Street furniture includes objects placed on the street including traffic signs and signals, benches, street names, CCTV cameras, lighting, cycle parking, guardrails, bollards and bus shelters. Shopfront advertisements will generally only be acceptable at the ground floor level, at fascia level or below. Advertisements above fascia level <u>should not be</u> can appear visually obtrusive and unattractive and, where illuminated, they can <u>not</u> cause light pollution to neighbouring residential properties.</p> <p>6.34.5 Any advertisements on or near a <u>heritage asset</u> listed building or in a conservation area requires particularly detailed consideration given the sensitivity and historic nature of these areas and buildings and must not harm their character and appearance and must not <u>nor</u> obscure or damage specific architectural features of buildings.</p> <p>6.34.7 <u>6.34.6</u> Policy CDH09 applies to all advertisements requiring <u>express</u> advertisement consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. <u>The Regulations (Reg 6 and Schedule 3 Part 1) outline the circumstances where deemed consent is granted for the display of outdoor advertising. This includes generally allowing the display of “for sale/to let” advertising boards (commonly called estate agents’ boards) subject to certain restrictions on size, number and position. Where these boards proliferate to the extent of causing serious harm to the appearance of a street or area, the Council may, in accordance with the conditions and limitations outlined in the Regulations, seek the removal of these types of advertising boards.</u> Information on the <u>what</u> type of advertisement <u>requiringes</u> consent is set out-in Outdoor Advertisements and Signs: A Guide for Advertisers (Communities and Local Government, June 2007). Advertisements are only controlled in respect to their effect on amenity and public safety. Further guidance on the Council’s approach to</p>
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		<p>advertisements, <u>reflecting best practice</u>, will be set out in <u>the forthcoming Sustainable Design and Development Guidance SPD</u>.</p> <p>6.34.6 <u>6.34.7</u> The Council's Advertising Policy 2019 provides <u>guidance and information</u> clarity on future proposals in regarding to advertising on Council land, including the criteria to be applied when granting consent for advertising on highway land. Advertisements must also be kept clean and tidy and remain in a safe condition that will not obscure or hinder the interpretation of official signage. A certain number and size of estate agent boards can be erected on properties without the benefit of advertisement consent. Areas may be exempted from this deemed consent under Regulation 7 of the 1992 Regulations. In these areas no boards will be granted advertisement consent by the Council because of their effect on visual amenity, except in exceptional circumstances.</p>
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MM 53	<p>Chapter 7 Town Centres</p> <p>Policy TOW01, And consequential changes to supporting text</p> <p>Paras 2.5.1, 7.1.1, 7.2.2, 7.2.6, 7.2.7 Table 12 (as renumbered), 7.3.5, 7.4.3, 7.6.2, 7.6.5, 7.6.6A, 7.6.7, 7.6.8, 16.7.1 & Glossary.</p>	<p>Policy TOW01 Vibrant Town Centres</p> <p>The Council will promote the vitality and viability of the Borough's town centres by managing, <u>in accordance with the London Plan classification</u>, a strong hierarchy of town centres (<u>as set out in Table 12</u>) as the priority location for commercial, business and service uses.</p> <p><u>Investment in residential led mixed use development will help to fund public realm and infrastructure improvements making town centres more attractive places to live, visit and enjoy.</u></p> <p>The Council will work with local partners to better define and enhance the distinctive character of individual town centres including improvements outlined in public realm strategies and through taking a more visible and co-ordinated approach to address a range of uses including anti- social behaviour, car parking, street cleaning and licensing.</p> <p>A. The Council will support an appropriate mix of uses within designated centres:</p> <p>a) <u>Redevelopment within the Brent Cross Growth Area</u> (see in accordance with Policy GSS02) <u>to will provide a strong retail offer together with</u> as well as a wider mix of uses</p>
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		<p>such as including leisure, offices and other commercial <u>uses,</u> community and cultural and residential uses to create a new Metropolitan Town Centre for North London.</p> <p>b) Edgware <u>Major Town Centre</u> (see in accordance with Policy GSS05) where regeneration will consolidate the quantum <u>together of retail floorspace alongside with qualitative improvements to the quality of the retail floorspace.</u> Proposals for and leisure offer, whilst providing a range of community uses and other main town centre uses (including offices and leisure) will be supported where they enhance the Major Town Centre's viability and vitality and complement the delivery of intended levels of <u>.New housing growth will form a key part of significant growth of the local economy.</u></p> <p>c) Cricklewood <u>District Town Centre</u> (see in accordance with Policy GSS04) where regeneration will support the improvements <u>to of the retail, community and other main town centre uses (including offices and leisure) that enhance the viability and vitality, and are proportionate to proposed housing growth of the District Town Centre offer alongside new housing, community and leisure facilities.</u></p> <p>d) <u>Other District Town Centres</u> (see in accordance with Policy GSS08) which will be promoted to provide <u>comprising a network of centres suitable for accommodating residential development and provision of proportionate levels of floorspace for complementary retail, leisure and community and other main town centre (including offices and leisure) uses as well as new housing development.</u></p> <p>e) <u>Local and Neighbourhood Centres</u> (listed in Table 12) including new provision at Colindale Gardens) which will be promoted to provide a local level of retail and community uses (i.e. <u>and smaller scale day to day convenience needs</u>) and residential led mixed use development <u>of a proportionate scale.</u></p> <p>B. Outside of the town centres local parades will be enhanced and protected with strong safeguarding for local community shops (that meet the criteria of Use Class F2). Proposals that involve the loss of such facilities will be required to provide a robust justification that similar shops are within a 1km walking distance.</p>
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		<p>C. In order to reduce car trips the Council supports the relocation and expansion of leisure uses from lower PTAL (0 to 2) car dependent locations to town centres <u>locations providing good public transport and where opportunities of a suitable scale arise.</u></p> <p>D. Following a ‘town centres first approach’, the sequential test will be applied to ensure sustainable patterns of development are achieved; therefore, outside of town centres any development of main town centre uses will not be permitted unless it can be demonstrated through the NPPF sequential approach that there are no suitable premises/sites available in the designated centres as set out in Table 43 <u>12</u> and that there would be no harm to the vitality and viability of these centres by the approval of edge-of centre and out of centre development. In addition, any proposal of more than 500 m² of retail, office or leisure development in an edge or out of centre location <u>relative to the Major and District Town Centre boundaries identified on the Policies Map,</u> must be supported by an impact assessment.</p> <p>E. The Council will apply the Agent of Change principle in order to protect residential amenity from new development and also to protect existing businesses from residential development introduced nearby.</p>
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2.5 Economy and Town Centres

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 and a future 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 uncertain ~~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 as well as ~~and~~ enjoy attractive public realm, re-invigorated town centres can generate increased footfall and further contribute to local economic prosperity.

7.1.1 Specific National and London Plan policies to be taken into account

NPPF

Section 7 Ensuring the vitality of town centres ~~specifically paras 85, 86, 87, 88, 89, 90~~

London Plan

~~Policy~~ Good Growth Objective GG3 Creating a healthy city

~~Policy~~ Good Growth Objective GG5 Growing a good economy

Policy SD6 Town centres and high streets

Policy SD7 Town centres: development principles and Development Plan Documents

Policy SD8 Town centre network

Policy SD9 Town centres: Local partnerships and implementation

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		<p>Policy SD10 Strategic and local regeneration Policy D12 Fire Safety Policy D13 Agent of Change Policy D14 Noise Policy HC5 Supporting London’s culture and creative industries Policy HC6 Supporting the night-time economy Policy E1 Offices Policy E2 Providing Priving suitable business space Policy E3 Affordable workspace Policy E4 Land for industry, logistics and services to support London’s economic function Policy E6 Locally significant industrial sites Policy E7 Intensification, co-location, and substitution Policy E8 Sector growth opportunities and clusters Policy E9 Retail, markets and hot food takeaways Policy E10 Visitor infrastructure Policy E11 Skills and opportunities for all</p> <p>Mayor of London Culture and Night time Economy SPG Mayor of London Town Centres SPG</p> <p>7.2 Introduction</p> <p>7.2.2 Barnet’s town centre hierarchy consists of one Major Centre, 14 District Centres, 16 Local Centres (including Colindale Gardens) and <u>with the a Regional Shopping Centre</u> (with the future potential designation as <u>of a Metropolitan Centre</u>) 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 <u>12</u>.</p>
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		<p>7.2.6 Along with other uses previously in Class D1 (non-residential institutions - gyms, nurseries and health centres) and D2 (assembly and leisure), and other uses which are 'suitable for a town centre area' are also included <u>includes</u> in the class:</p> <ul style="list-style-type: none"> • Indoors sport, recreation and fitness facilities • Medical and health facilities • Creches and day nurseries • Research and development facilities • Light industrial uses (which can be carried out in any residential area). <p>7.2.7 The impact of the Government's changes to the Use Classes Order in 2020 and subsequent expansion of permitted development rights in 2021 have been difficult to quantify for this Local Plan. <u>The changes to the Use Classes Order (2020) remove restrictions on changes of use and allow greater flexibility for opportunities to change between main town centre uses, supporting town centre vitality and viability. but one immediate impact has been the removal of strategic growth targets for comparison and convenience retail space.</u> Taking account of that situation, <u>the Plan's approach is necessarily focussed on location-based opportunities for retail and other main town centre uses to address need and demand in the most sustainable locations and ensure that the development provided is proportionate to the scale of the centre and in support of housing growth as part of mixed use development. This is subject to the application of the sequential test to planning applications where necessary, and impact assessment for applications for retail and leisure development outside of town centres and otherwise not in accordance with the policies of this Plan.</u></p>
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Table 13 12: Barnet's Town Centre Hierarchy

Brent Cross Shopping Centre	Regional Shopping Centre in 2016 London Plan. The future potential network classification for Brent Cross is as a Metropolitan Centre in the London Plan 2021. <u>The new town centre will be both north and south of the A406 (Brent Cross North and Brent Cross Town).</u>	
Major Town Centre	1. Edgware	
District Town Centres	1. Brent Street 2. Burnt Oak 3. Cricklewood 4. Chipping Barnet 5. Colindale - the Hyde 6. East Finchley 7. Finchley Central	8. Golders Green 9. Hendon 10. Mill Hill 11. New Barnet 12. North Finchley 13. Temple Fortune 14. Whetstone
Local / Neighbourhood Centres	1. Apex Corner 2. Childs Hill 3. Colindale Gardens 4. Colney Hatch Lane 5. Deansbrook Road 6. East Barnet Village 7. Friern Barnet 8. Golders Green Road 9. Grahame Park	10. 10. Great North Road 11. Hale Lane 12. Hampden Square 13. Holders Hill Circus 14. Market Place 15. New Southgate 16. West Hendon

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7.3 Barnet's Town Centres

7.3.5 Each Framework includes a section on delivery and implementation, which proposes the use of planning obligations / legal agreements ~~Section 106~~ and Community Infrastructure Levy contributions to invest in a public realm enhancement programme with the potential to gain additional funding from other sources including government funds, local traders and community fundraising initiatives. Through this programme of town centre strategies, SPDs, planning briefs and development frameworks the Council will continue to develop and update frameworks for Barnet's town centres.

7.4 Town Centres Evidence Base

7.4.3 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. ~~Through working with our partners in the WLA the Council will seek a better understanding of what format and quantum — if any — of additional space we may need in terms of retail provision. To improve understanding of how town centres have changed since 2012, the Council commissioned a~~ Town Centres Study which takes a benchmarking approach for identifying trends affecting town centres. The Study also takes a qualitative approach, based on an analysis of long-term retail, planning and socio-economic trends across the study area, which form the basis for a series of options and recommendations for future development which will inform the early review of the Plan. The Council will complement this Study with further town centres evidence, including identifying any floorspace needs for retail and other main town centre uses.

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7.5 Brent Cross

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 56,600m² of comparison-retail floorspace and main town centre uses; approximately 7,500 new homes, including affordable ones, and 395,297m² 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 night-time economy.

7.6 Vibrant Town Centres

7.6.2 A range of uses are important to the continued vitality and viability of the town centre. While retailing remains important in town centres, housing, as a consequence of residential led intensification, makes a greater contribution to the town centre's diversification and overall 'offer'. Investment in residential led mixed use development will help to fund public realm and infrastructure improvements. Housing within mixed use areas of development can reduce the need to travel, reducing congestion and helping to improve air and noise quality. By enhancing the provision of arts, culture, leisure and recreation facilities, the Council wants to diversify the town centre offer, making them more attractive family friendly destinations, places which feel safe, generate more footfall and encourage longer visits. Good design and effective use of space can also enhance footfall and the time people may spend in the centre through reconfiguration of landscaping and public realm as well as integrated access to shared outdoor spaces. Good public realm should be uncluttered so that all pedestrians including those that are mobility impaired can use pavements. Town centre public realm strategies will address in more detail the

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management of obstacles such as: shops which use pavements for displaying goods; advertisement hoardings; and telephone kiosks.

7.6.5 The Council will also support community uses in the town centres (including local centres), as these locations are associated with higher levels of public transport accessibility. Enhancement or relocation of community uses is supported by the Council on the basis that this does not reduce service coverage in other parts of the Borough. Policy CHW01 provides further detail on community uses. This approach will ~~deliver community uses and~~ support the wider vitality and viability of the town centre particularly through the maintenance of an active street frontage.

7.6.6A The Local and Neighbourhood centres in the Borough, as identified in Table 12, serve their respective local catchment areas with a range of smaller independent shops and services. Local Centres have a key role in supporting '15 minute neighbourhoods' as they generally provide for smaller scale needs i.e. day to day convenience retail, social and community needs. The Council seeks to both protect these local centres as well as maintaining the vitality and viability of larger district town centres which are more appropriate locations for larger units.

~~7.6.7-Outside of town centres all proposals for main town centre uses, including all retail, office or leisure development, which are outside of town centres must comply with the sequential test approach as set out in the NPPF (para 86). When considering planning applications for main town centre uses (as defined in both the NPPF and the London Plan) in locations that are not within an existing centre nor identified as a proposal in this plan, the Council will apply the sequential test as set out in the NPPF and London Plan Policy SD7 Part A1. In identifying potential sites for main town centre uses it may be necessary for the area of search to extend across into neighbouring local authority areas. This extension will be required for proposals in those Town Centres that adjoin the Borough boundary (Edgware, Colindale – the Hyde, Cricklewood and Burnt Oak). When considering whether a~~

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development is of an appropriate scale, consideration will be given to factors such as the size and amount of town centre floorspace being provided and where this is appropriate in relation to the town centre network set out in Annex 1 of the London Plan and Table 12 of the Local Plan.

7.6.8 Enabling opportunities and directing investment that contributes to thriving town centres is a priority for the Council. Proposals for significant retail, ~~office~~ or leisure development (of more than 500m² gross internal floorspace) outside of Barnet's town centres will require an impact assessment demonstrating that there would be no adverse impact on the vitality and viability of the designated centre. The Council will refuse planning permission where there is evidence that proposals are likely to have significant adverse impacts on the vitality and viability of the designated centres.

16.7.1 Boundaries of Town Centres in the Borough were established in 2012 and have not been changed. ~~Town centre sites are included as those that are within 400 metres of a Town Centre Boundary.~~ The existing Town Centre Boundaries should be used for the purposes of the sequential test in Policy TOW01. The delivery of housing within 400 metres of a Town Centre Boundary contribute to calculations for District Town Centres in Table 5 of the Plan.

GLOSSARY

Local and Neighbourhood Centres : Typically serving a localised catchment often most accessible by walking and cycling and include local parades serving a local level of retail need, i.e. small clusters of shops, mostly for convenience goods and other services. They may for example include a small supermarket (typically up to around 500m²), sub-post office, pharmacy, laundrette and other useful local

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		<u>services. Together with District Centres they can play a key role in addressing areas deficient in local retail and other services.</u>
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MM 54	Chapter 7 Town Centres Policy TOW02 And consequential changes to supporting text Paras 7.7.1, 7.7.1A, 7.7.1B, 7.7.1C & 7.7.16	<p>Policy TOW02 Development Principles in Barnet's Town Centres, Local Centres and Parades</p> <p>The Council expects a suitable mix of appropriate uses to respond to changing demands and support and boost their continued vitality and viability.</p> <p>Any significant new development will be expected to provide a mix of unit sizes, avoid an inward-looking layout, maintain the street frontage and provide suitable and convenient linkages for shoppers to access other town centre uses.</p> <p>The Council will seek to ensure that:</p> <p>A. (a) Within the primary frontages <u>(as depicted on the Policies Map)</u> of <u>the Major and District Town Centres, Local and Neighbourhood Centres (identified in Table 12) and Parades</u> the retail function is <u>main town centre uses are safeguarded-protected with a strong preference for retail uses</u> as part of the Commercial, Business and Service <u>(Use Class E)</u>. <u>This approach is also applicable to local parades.</u> Any proposals that reduce Commercial, Business and Service Use floorspace will only be supported if criteria <u>criteria criterion B</u> (b) is met.</p> <p>B. (b) Where proposals for alternative uses at ground floor level do not meet criteria <u>criteria criterion A</u></p> <p>(a) the Council will take the following into consideration:</p> <ol style="list-style-type: none"> <li data-bbox="436 1173 1344 1204">a) (e) Significance <u>and extent of any</u> reduction of retail facilities. <li data-bbox="436 1209 1635 1276">b) (d) Loss of <u>any active frontages</u> at ground floor level <u>where the expectation is that these should be retained.</u> <li data-bbox="436 1284 1635 1356">c) (e) Whether alternative retail facilities are accessible by walking, cycling or public transport to meet the needs of the area.
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- d) ~~(f)~~ Likelihood of Capability of the proposal in attracting visitors to the town centre.
- e) ~~(g)~~ Contribution of the proposal to the Council's growth objectives.
- f) ~~(h)~~ Evidence that there is no viable demand for continued existing Use Class E use and that the property has been vacant for over 12 months, with the exception of meanwhile uses ~~in accordance with part n~~. Evidence of continuous marketing over a 12 month period will be required.
- ~~(c) Properties at ground floor level are expected to retain active frontages.~~
- C. ~~(j)~~ The use of upper floors where suitable for alternative uses including residential, employment or community provision ~~will be strongly encouraged~~.
- D. ~~(k)~~ In accordance with the Agent of Change principle, development that has significant adverse impact on the living conditions amenities of nearby occupiers of neighbouring properties will be resisted.
- E. ~~(l)~~ Development that has significant adverse impact on traffic flow or road safety ~~will be is~~ resisted.
- F. ~~(m)~~ The use of vacant sites or buildings for occupation by meanwhile uses that ~~will benefit~~ would make a positive contribution to a town centre's viability and vitality will be supported.
- G. ~~(n)~~ Markets in town centres will normally be supported, in particular where they contribute to greater retail choice, affordability and support for small enterprises.

7.7 Development Principles for Town Centres

7.7.1A Changes to the Use Classes Order (UCO) under the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 came into effect on 1 September 2020, amending the Town and Country Planning (Use Classes) Order 1987. This included of a new Use Class E (commercial, business and service). The government's intention in making these changes being to support town centres and high streets; allowing centres to better adapt to changing circumstances, reflect changing

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		<p><u>retail and business models, provide a wider range of facilities and services - including new emerging uses - to attract people. Also, allowing businesses greater flexibility to adapt and diversify to meet changing customer demands.</u></p> <p><u>7.7.1B Town centres and high streets are needing to adapt rapidly in response to changing working patterns, shopping habits and social inter-action. Appropriate flexibility in planning uses within town centres can complement other strategies for high street recovery and is supported in principle. However, circumstances can vary considerably between town centres depending on a variety of factors such as proximity to residential neighbourhoods or to office and transport nodes. Mindful of the potential for unintended consequences arising from the introduction of Class E, some of which could prove harmful to town centres, the Council will closely monitor the impacts going forward and if required make any necessary changes to policies in the next iteration of the Local Plan. Together with other west London boroughs, the Council has already commissioned the production of up-to-date evidence relating to town centres and any floorspace needs for retail and other main town centre uses. This evidence will be used to inform the early review of this Local Plan which the Council has committed to.</u></p> <p><u>7.7.1C The new Permitted Development Rights (PDR) rules introduced only apply to buildings which have been in Class E use (or prior to 1 September 2020 any predecessor use class A1, A2, A3, B1, D1(a), D1(b) or D2(e)) for a continuous period of at least 2 years prior to the date of the prior approval application. New PDR under new Class MA of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) (England) Order 2015 which came into force on 1st August 2021. It permits development consisting of a change of use of a building and any land within its curtilage from a use falling within Class E to a use falling within Class C3 (dwellinghouses). Any proposals compliant with Class MA are exempt from the requirements of TOW02B(f) and the 12 month marketing period. The associated 3-month rule Class MA does not apply to any other Use Classes such as Class F1, F2, B2, B8, C1, C2, C2A, C3, C4 or Sui generis. For these uses the 12-month rule will apply.</u></p>
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		<p>7.7.1 An appropriate mix of uses, <u>including residential</u>, and services is needed in order to retain and improve the vibrancy and vitality of Barnet's town centres. The core area of the town centre should be maintained for commercial, business and service uses of which retail shops remain the priority use within the primary frontages. Elsewhere, in the town centres a greater diversity of uses will be supported, recognising the changing role of these locations as places that people visit for a variety of reasons, including shopping, working, leisure and community purposes as well as museums and hotels.</p> <p>7.7.6 Town centre development will be expected to enhance the public realm in order to improve accessibility, social spaces, safety and the environment. <u>Achieving reductions in vehicular traffic makes an important contribution to improving the public realm. Reducing the dominance of vehicles can support town centre vitality by making the public realm more pleasant and inclusive, thus encouraging more frequent and longer stay trips.</u> Therefore, in making high streets healthier, opportunities to reduce reliance on car travel should be <u>sought</u> encouraged, including the creation of attractive and welcoming places that enable well connected walking and cycling routes. In considering development proposals opportunities to reduce on-street and off-street car parking should be pursued in accordance with Policy TRC03 whilst acknowledging the contribution of appropriate car-parking facilities to the success of a town centre.</p>
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MM 55	<p>Chapter 7 Town Centres</p> <p>Policy TOW03</p> <p>And consequential changes to supporting text</p> <p>Paras 7.8.2, 7.8.3, 7.8.3A & 7.8.8</p>	<p>Policy TOW03 Managing Hot Food Takeaways, Adult Gaming Centres, Amusement Arcades, Betting Shops, Payday Loan Shops, Pawnbrokers and Shisha Bars</p> <p><u>A. a. In addressing increasing levels of childhood obesity and health inequality within the Borough, as well as to preserve the vitality and viability retail-based role of Barnet's town centres, the Council will resist the proliferation and over concentration of hot food takeaways. The Council and will support not permit proposals for hot food takeaways that satisfactorily address all of the following criteria that:</u></p>
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- a. ~~i) Are not separated from any existing hot food takeaway unit or group of units in such a use³⁴.~~
- b) ii) Are not located within 400m of the boundary of an existing school or youth centre.
- c) ~~iii) Do not have an unacceptable impact on highway safety.~~
- d) iv) Do not have an undue impact on the living environment for nearby residents residential amenity in terms of noise, vibrations, odours, traffic disturbance and litter.
- e) ~~v) Do not provide effective extraction of odours and cooking smells.~~
- f) ~~vi) Do not provide adequate on-site waste storage and disposal of waste products.~~
- ~~vii) Do not agree to operate in compliance with the Council's Healthier Catering Commitment.~~
- g) Ensure that drainage facilities are adequate for the purpose intended and that an effective fat/grease trap has been installed at the appropriate location to control fat and grease entering the drainage system.
- h) Provide drainage plans for the premises which show the location of the grease trap, and proposed schedule of maintenance for the trap before commencement of use of the premises.

In addition, hot food takeaway proposals will be expected to operate and demonstrate compliance with the Council's Healthier Catering Commitment.

B. In addressing increasing levels of health inequality within the Borough as well as to preserve the vitality and viability retail-based role of Barnet's town centres, the Council will resist the proliferation and over concentration of: betting shops, adult gaming centres, amusement arcades, pawnbrokers, pay day loan shops and shisha bars. The Council will support not permit proposals for such Sui Generis uses that satisfactorily address all of the following criteria that:

- ~~viii) a) Are not separated from any existing Sui Generis unit in this group by at least two units which are neither units in a different use (from those in uses as highlighted in B b) and hot food takeaway uses).~~
- ~~ix) Are located within 400m of the boundary of an existing school or youth centre.~~
- ~~x) Are not accompanied by Health Impact Assessments (HIAs) when requested by the Council.~~
- xi) b) Do not provide active frontages and must have a positive visual impact on the street scene.

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xii) c) ~~Do not h~~Have a significant adverse impact on local community and residential amenity in terms of noise, vibrations, odours, traffic disturbance and litter.

C. The Council will expect proposals for all uses included in this policy to complete the Council's Health Impact Assessment (HIA) screening tool to identify any important health considerations at the earliest opportunity, and to determine the type of HIA that is required.

7.8 Managing Hot Food Takeaways, Adult Gaming Centres, Amusement Arcades, Betting Shops, Payday Loan Shops, Pawnbrokers and Shisha Bars.

7.8.2 Obesity is one of the greatest health challenges facing London where 38 per cent of Year 6 pupils (10 to 11 year-olds) are overweight or obese – higher than any other region in England. The creation of a healthy food environment, including access to fresh food, is therefore important. The causes of obesity and poor health are multi-faceted and complex. National guidance is clear that planning policies can limit the proliferation of certain use classes including 'sui generis' uses in certain areas, and that regard should be had to locations where children and young people congregate.³¹ London Plan (Policy E9 Retail, markets and hot food takeaways) supports restricting proposals for hot food takeaway uses that are within 400 metres of a school. It also supports the use of thresholds to manage an over-concentration of ~~H~~hot food takeaway uses within town centres. While it is acknowledged that takeaways provide a convenience service to local communities ~~which has proved popular at the time of the COVID-19 pandemic~~, the Council needs to balance this with concerns about levels of childhood obesity and increasing levels of health inequality as well as the need to preserve the retail-based role of town centres. The Council's Public Health team have produced evidence on the proliferation of hot food takeaways in the Borough including a map of hot food takeaways and schools – see Map 6.32 In addressing concerns about childhood obesity the Review focused on students attending Barnet schools. At the time of the Review there were at least 205 hot food takeaways in Barnet according to the Food Standards Agency. This figure is however considered an under-estimate as according to a

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University of Cambridge study there are 350 hot food takeaway premises in the Borough⁶. ~~Within this extensive base and responding to changes in consumer preferences for takeaway hot food there will be opportunities for turnover as takeaway businesses close and new ones replace them in premises established and allowed.~~ As consumer preferences change existing premises may convert to other uses whilst new proposals will be required to pass through the planning system.

7.8.3 The Council has established a scheme, known as the Healthier Catering Commitment (HCC), that helps existing food businesses in Barnet to provide healthier food, which is low in fat, salt and sugar, to their customers. Open to all food businesses with a hygiene rating of 3 or above, the scheme is about making small changes to how food is prepared making it healthier. Businesses are assessed and awarded with HCC if they meet the requirements of at least 8 of the criteria, including any relevant essential criteria. In those instances where new hot food takeaway premises are allowed the Council will require, through a planning condition, that operators comply with the Healthier Catering Commitment.

Map 6 Hot Food Takeaways and Schools – Map Retained as Submitted

7.8.3A Another consideration for the Council is that drainage facilities are adequate for the purpose intended and that an effective fat/grease trap has been installed at the appropriate location to control fat and grease entering the drainage system. The Council will require, through a planning condition, that drainage plans for the premises show the location of the grease trap and set out the proposed schedule of maintenance for the trap before commencement of use of the premises.

7.8.8 In considering proposals for such uses the Council will require an assessment of development impacts which should be proportionate to the proposal. The Council may require the applicant to submit a rapid Health Impact Assessment (HIA) for those uses, particularly in geographical areas which

⁶ University of Cambridge (2018) Food environment assessment tool [Online]. Available from: <http://www.feat-tool.org.uk>.

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		<p>exhibit poor economic and/or health indicators. <u>HIAs are designed to consider whether a development proposal might reinforce health inequalities and inadvertently damage people's health or have positive health outcomes for the local community.</u> The Council is producing Health Impact Guidance. This will include <u>outlining the process and expectations for developers in relation to HIAs.</u></p>
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MM 56	<p>Chapter 7 Town Centres</p> <p>Policy TOW04 And consequential changes to supporting text Paras 7.9.1 to 7.9.3</p>	<p>Policy TOW04 Night-Time Economy</p> <p><u>In accordance with London Plan Policy HC6 Supporting the Night-Time Economy,</u> the Council will support proposals for <u>evening</u> and night-time economy uses in Barnet's Town Centres in particular Chipping Barnet, Cricklewood, North Finchley and Whetstone as well as Brent Cross, Edgware and Golders Green, where:</p> <ul style="list-style-type: none"> A. <u>The scale and type of use reflects the role and function of the <u>town</u> centre <u>and positively contribute to its vitality and viability by preserving or enhancing existing night-time economy activities or creating new ones.</u></u> B. <u>Proposals accord with any relevant requirements of Policies TOW01, TOW02 and TOW03 and that there is no conflict with other policies in the Plan. Policy TOW03</u> C. <u>There is <u>are no unacceptable significant negative impacts on highway safety (in accordance with Policy TRC01) or the living environment amenity of adjoining or adjacent residential accommodation and non-residential uses, in terms of such as noise disturbance, cooking smells and anti-social behaviour, or highway safety. in accordance with Policies CHW03 and ECC02.</u></u> D. <u>There is <u>are no unacceptable significant negative impacts arising upon resulting from a cumulative effect of development in relation to the number, capacity and location of other night-time economy uses in the surrounding area.</u></u> E. <u>There is no significant detrimental impact on the historic distinctiveness (see taking account of the requirements and approach of Policy CDH08) to the historic environment of, or heritage assets within, of Barnet's town centres.</u> <p>f) Development that preserves or enhances existing night time economy activities or creates new ones that will reinforce the role and significance of the town centre. Chipping Barnet, Cricklewood, North Finchley and Whetstone as well as Brent Cross, Edgware and Golders Green</p>
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~~in an inclusive and accessible way will be supported, whilst that which would undermine it will be refused.~~

7.9 Night-Time Economy

7.9.1 The night-time economy refers to all economic activity taking place between the hours of 6pm and 6am and therefore includes evening uses. Night time economy uses include restaurants and bars, as well as cinemas, theatres and arts venues. Such uses can contribute positively to the vitality and vibrancy of town centres by providing informal surveillance for passers-by helping visitors to feel safer in the night-time. Patterns of consumer behaviour and technological change have led to the concept of a 24-hour city, which has led to diversification of use and adaptation for many areas that have brought new residents to the area. As town centres continue to change and evolve, particularly post COVID and the Use Class Order changes, whilst recognising the limitations on its powers, the Council will closely monitor the impact of these changes and consider any consequential need for policy changes.

7.9.2 The majority of Barnet's town centres have a night-time offer to varying degrees³⁵ but for most of Barnet's town centres where the night-time economy is important it is primarily the local area that is served. The London Plan classifies Chipping Barnet, Cricklewood and North Finchley town centres as having night time economies of more than local significance. Town centres that provide a safe and attractive environment are more likely to encourage residents and visitors to come to the Borough in the evening. Public realm improvements will change the image and perception of Barnet's town centres and welcoming public spaces will encourage people to spend more time at the destination. The Council seeks to enhance the existing strengths of town centres to create a thriving night time economy with activities and venues that are fully inclusive and accessible. This includes reaching a balance between

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		<p>safeguarding amenity and maximising the creative potential from a growing leisure offer that enhances the range and quality of local food and drink, heritage, culture and arts on offer. Further guidance is set out in the Mayor’s Supplementary Planning Guidance on Culture and the Night Time Economy.</p> <p>7.9.2A <u>Each night-time economy area will have its own character which should be recognised and supported. London Plan Policy HC6 - Supporting the night-time economy (part B) sets out matters for consideration in Local Plans, town centre strategies and planning decision making. Key considerations are: the need to improve access, inclusion and safety; making the public realm welcoming for all night-time economy users and workers; and protecting and supporting evening and night-time cultural venues such as pubs, night clubs, theatres, cinemas, music and other arts venues. Several policies in this Barnet Local Plan address these matters, in particular TOW02 setting out development principles for town centres, CDH03 relating to the public realm, CHW03 that seeks to make Barnet a safer place and CHW04 that gives specific policy protection to public houses.</u></p> <p>7.9.3 Town centre <u>frameworks and</u> strategies can help to manage the role of the night-time economy with regard to residential amenity and any potential adverse effects on local residents. In addition, night time economy uses and activities including drinking establishments are subject to a co-ordinated approach based on Planning and Licensing policy and considerations by other stakeholders such as Highways, Community Safety and Cleansing. Diversification of night-time uses can add to the vitality and viability of town centres and should promote inclusive access and safety. Where appropriate, planning conditions or legal agreements will be used to manage hours of operation, noise and fumes from machinery, storage and disposal of refuse, the areas used by customers and any other issues that may need to control the impact of night-time uses in order to protect amenity. The introduction of the ‘agent of change’ principle will ensure that new development does not unduly add to the costs and administrative burdens of existing businesses.</p>
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MM 57	<p>Chapter 8</p> <p>Community , Health and Wellbeing</p> <p>Policy CHW01 And consequential changes to supporting text</p> <p>Paras 8.2.2, 8.3.1, 8.3.3, 8.3.5,8.3.5A, 8.4.1, 8.5.2, 8.5.3, 8.6.1,8.6.9, 8.10.1, & 8.10.5</p>	<p>Policy CHW01 Community Infrastructure</p> <p>The Council will work with partners to ensure that community facilities including schools, libraries, medical and dental services, leisure centres and swimming pools, <u>outdoor sports facilities including playing fields and pitches,</u> places of worship, arts and cultural facilities, community meeting places and facilities for younger and older people, are provided for Barnet's communities.</p> <p><u>A.</u> The Council will:</p> <ul style="list-style-type: none"> a) ensure that programmes for capital investment in schools and services for young people address the needs of a growing, more diverse and increasingly younger population; b) support the enhancement and inclusive design of community infrastructure ensuring efficient use; c) support, subject to satisfactory management arrangements, the provision of multi-purpose community <u>facilities hubs</u> that can <u>make best use of land, including the public sector estate and provide a range of community services, particularly within the Council's preferred locations - Growth Areas, town centres or local centres;</u> Provision outside town centres will need robust justification; d) support and promote an alternative community use where the existing community use is surplus; d) require <u>large scale development to provide community facilities or land for facilities preferably on-site as an integral part of their development, to meet need generated by their development and wider identified demand if necessary;</u> that increases the demand for community facilities and services to make appropriate proportionate contributions towards existing facilities and new and accessible facilities Borough wide, particularly within Barnet's Growth Areas and town centres;
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- e) work with the Mayor of London, cemetery providers and groups for whom burial is the only option to maintain a supply of burial space;
- f) ~~allocate sites~~ Support proposals for development that address educational needs and demand with reference to up to date evidence as identified in the Council's Education Strategy;
- g) support proposals that as part of the visitor economy help contribute to, or seek to incorporate, museum/display space to celebrate the culture, history and archaeology of Barnet; and
- h) support providers of new and improved educational facilities within the Borough, such as those at Middlesex University's Hendon campus and will encourage the provision of further and higher education programmes, skills training and continuing professional development programmes, business support initiatives and applied research.

B. Development (including change of use) that involves the loss ~~or replacement~~ of existing community facilities / services will only be permitted if:

- a) ~~the~~ a replacement facility is of equivalent to or better quality is provided which and meets continues to serve the needs of the neighbourhood and wider community currently met by the existing facility, or
- b) the loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet future population needs or to sustain and improve services; or
- c) it has been demonstrated that the facility is no longer required in its current use and that it is not fit for purpose suitable or ~~and viable~~ for any other forms of ~~social~~ community infrastructure for which there is a defined current or future need identified in the Infrastructure Delivery Plan.

The full or partial use of redundant community infrastructure for other forms of community infrastructure will be considered before alternative developments are considered, unless the loss is part of a wider public service transformation plan.

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Proposals involving loss of sports and recreational land or facilities will be considered in accordance with London Plan Policy S5.

C. In considering proposals involving the loss of community infrastructure the Council will take into account the listing ~~or nomination~~ of 'Assets of Community Value' as a material planning consideration.

D. The Council will support proposals for new community infrastructure where ~~the following circumstances apply:~~

- ~~i.~~ a) it forms part of a mixed-use development and is located within a Growth Area or outside the primary frontages of the Borough's town centres (Policy GSS01 and Policy TOW02);
- ~~ii.~~ b) provides a replacement, enhancement of an existing facility or new multi-purpose community hub;
- ~~iii.~~ c) provides an alternative community use where the existing community use has identified there is surplus provision and where the alternative use can demonstrate a local need, and that there is no undue impact on the amenity of existing residents or the highway network;
- ~~iv.~~ d) it provides infrastructure in line with wider national policy requirements and local demands; and
- ~~v.~~ e) a statement will need to be is submitted which demonstrates how in particular the development addresses community needs); and
- f) it demonstrates how other policies in this Plan, in particular Policy TRC01 and Policy TRC03, are met.

E. All new community infrastructure should deliver a quality and inclusive design providing access for all as well as efficient, flexible, affordable and adaptable buildings. ~~The developer will be required to reach a legal agreement with the Council on the continuing maintenance of the new community infrastructure and other future funding requirements.~~ Shared use of facilities

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by different users will be encouraged and may be secured by legal agreement. The location and provision of new community uses and facilities in terms of any potential role in deployment for public health purposes in the future should be taken into account.

8.1 National and London Plan Policy Context

NPPF

Section 8 Promoting healthy and safe communities ~~specifically paras 91, 92, 93, 94, 94 and 95~~

London Plan

Good Growth Objective Policy ~~GG1 Building Strong and Inclusive communities~~

Good Growth Objective Policy ~~GG3 Creating a healthy city~~

Policy D8 Public realm

Policy D11 Safety, security, and resilience to emergency

Policy H12 Supported and Specialised Accommodation

Policy H13 Specialist Older Persons Housing

Policy S1 Developing London's social infrastructure

Policy S2 Health and social care facilities

Policy S3 Education and childcare facilities

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		<p><i>Policy S4 Play and informal <u>recreation</u> educational facilities</i></p> <p><i>Policy S5 Sports and recreation facilities</i></p> <p><i>Policy S6 Public toilets</i></p> <p><i>Policy S7 Burial space</i></p> <p><i>Policy HC7 Protecting public houses</i></p> <p> </p> <p><i>Mayor of London Culture and Night-time Economy SPG</i></p> <p><i>Mayor of London Social Infrastructure SPG</i></p> <p> </p> <p>8.2 Introduction</p> <p> </p> <p>8.2.2 The Council's approach is to encourage new community uses to be located in <u>Growth Areas</u>, town centres or <u>and</u> local centres as these locations tend to be more accessible by public transport, in particular the bus network. Where facilities are being provided that serve a local catchment, proximity to the bus network will be considered to be of particular importance. <u>Development proposals that seek to make best use of land, including the public sector estate, should be encouraged and supported. This includes the co-location of different forms of community infrastructure and the rationalisation or sharing of facilities.</u> Where possible, deployment for <u>public health purposes</u> COVID-19 testing or vaccination should be considered in case of <u>to ensure suitable arrangements are in place to enable an efficient response to any future surge outbreaks or pandemics.</u></p>
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8.3 Barnet's Community Infrastructure

8.3.1 The Council ~~has adopted a Community Asset Strategy, a Community Asset Implementation Plan and a Community Participation Strategy to aid in the management of its portfolio of community assets. These assets include~~ manages a range of community infrastructure including sports facilities, playing fields, bowling greens, gyms and sports centres, and a variety of buildings including community halls, offices and nurseries. The Council's approach to managing community assets is to generate commercial yields, subsidise where appropriate when an organisation is supporting the Council's objectives or assisting with service delivery, maximise efficient use of buildings, identifying opportunities for organisations to share and co-locate. A key priority is to develop multi-purpose community facilities hubs which ~~will provide a facility that~~ can be used by a variety of community groups. For the purposes of Policy CHW01 and elsewhere in this Plan, community infrastructure reflects social infrastructure as defined in the Glossary to the London Plan.

8.3.3 A key focus for managing Barnet's future growth will be ensuring that:

- the services, facilities and infrastructure to support the local community as well as visitors are provided in suitable locations to meet likely and potentially increasing demand;
- all new community facilities are accessible to all and provide for physical and sensory accessibility requirements;
- families with small children, older people and disabled people can move around, enjoy and feel secure within all neighbourhoods to enable full participation in and contribution to the life of the community;
- opportunities to deliver services in a new format, including web-based provision, are explored and maximised where possible; and

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		<ul style="list-style-type: none"> • through Lifetime Neighbourhoods, cohesive, successful and sustainable communities <u>are</u> will be delivered. To succeed, this will involve putting people at the heart of the design process. Further details on inclusive design are set out in Chapter 6. <p>8.3.5_Introducing a wider mix of uses on a community site or intensifying a community use or function is supported provided accessibility and the impact on residential amenity is addressed. If there are improvements to existing community or education uses, consideration should be given to how access to public transport can be improved. <u>In line with London Plan Policy S1 - Developing London's social infrastructure, the Council will consider full or partial re-use of redundant community infrastructure for community infrastructure uses before alternative developments are considered, unless this loss is part of a wider public service transformation plan. Proposals that would result in a loss of social community infrastructure in an area of defined need will only be permitted where there are realistic proposals for re-provision that continue to serve the needs of the neighbourhood and wider community, or the loss is part of a wider public service transformation plan which requires investment in modern, fit for purpose infrastructure and facilities to meet future population needs or to sustain and improve services. Adapting a building or land for another community use is would be preferable to its loss. This could also be part of a mixed-use redevelopment which re-provides adequate facilities on site. As an alternative, improvements can be provided at another location and secured via a legal agreement. <u>Shared use of facilities by different users will be encouraged and may be secured by legal agreement.</u></u></p> <p>8.4 Barnet's Libraries</p> <p>8.4.1 Barnet's libraries act as a <u>multi-purpose community facility hub</u> hub providing access to meeting space and wireless connectivity as well as the Council and partner's services. The vision for Barnet libraries is to provide a 21st Century library service that is in tune with the changing lifestyles of Barnet's residents.</p>
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		<p>Libraries are a universal and unique service, offering learning opportunities for all ages that can enhance and enrich the lives of residents across the Borough. Within Barnet the ambition for libraries is that they:</p> <ul style="list-style-type: none"> • Help all children in Barnet to have the best start in life, developing essential language, literacy and learning skills and a love of reading from an early age. • Provide residents with life skills; to improve their health and wellbeing; and to get a job and progress whilst in work. • Bring people together, acting as a focal point for communities and assisting resident groups to support their local area. <p>8.5 Leisure Centres and Swimming Pools</p> <p>8.5.2 Analysis of current provision is set out in Barnet’s Indoor Sport and Recreation Facilities Study 2018. The Study assessed current and future unmet need and access to public sector facilities and highlighted optimal locations to address projected unmet need in accordance with the Fit and Active Barnet Framework 2016-2021. The Study highlights that better access to physical activity at local level is important for residents, particularly those who are currently inactive, and those without access to private transport, to participate, and become physically active. Although the Borough has good sports facilities some will require replacement or refurbishment during the Plan period. Linking facility provision, informal and formal, to good levels of public transport access and opportunities for active travel, and informal use facilities will help to facilitate more active lifestyles for more people. There is also the issue of sports hall facilities that are not accessible to community use. The Council will therefore seek increased community access to new provision through planning agreements; this is highlighted as a priority in the Study.</p>
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8.5.3 Despite the development of new pools at Barnet Copthall and New Barnet leisure centres there is insufficient swimming pool provision to meet both current and future demand. Within the period covered by the Local Plan the Study has identified a need for increased pay-and-play accessible water space, equivalent to 2 new swimming pools (6 lane x 25 m). There is an opportunity to meet this demand through increased water space in replacements for the ageing facilities of Finchley Lido and Hendon Leisure Centre alongside potential new provision in the north west of the Borough. Other priorities highlighted include provision of indoor bowls, fitness facilities, gymnastics and trampolining. To achieve this provision Growth Areas and town centres are the preferred locations, as they ensure access to public transport links.

8.6 Arts and Culture

8.6.1 ~~Barnet's Arts and emerging Culture Strategy 2018-2022~~ 2023-2028 ~~represents an exciting, ambitious, and fun Strategy that celebrates Barnet's creativity, heritage, and community. The Culture Strategy will lay out a set of collective priorities and objectives for arts and culture across the Borough, and contribute towards the Council's ambitions of becoming a 'borough of fun'. provides a framework to harness the vision, ambition and resources of the Council, its partners and individuals working in Barnet to promote a rich cultural life in the Borough. The Strategy identifies how arts and culture opportunities are at the heart of regeneration and sets out its priorities for promoting spaces and opportunities for creative and ambitious art projects to thrive and new cultural organisations and industries to flourish.~~

8.6.2 In order to contribute to the vitality and viability of town centres the Local Plan supports temporary (meanwhile) uses and the more flexible application of town centre policy in creating thriving places where people feel safe and want to visit. ~~and where they feel safe to visit.~~ Proposals that help celebrate

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the culture, history and archaeology of Barnet and contribute to the visitor economy will generally be supported. The contribution from the voluntary sector to promoting arts and culture within the Borough and their role in helping to rejuvenate Barnet's Town Centres is acknowledged.

8.7 Provision for Children and Young People

8.7.3. Education provision for children and young people will therefore need to be kept under review. Policy CHW01 allows for land/contributions to be sought for education if required to make particular large-scale developments acceptable in planning terms under the CIL Regulation tests.

8.8.1 At primary level, the demand has continued to fall and almost all school planning areas currently have an overall surplus. currently some schools have falling rolls and others are oversubscribed, while other areas such as Colindale will have need met when planned schools such as Saracens Primary School at Colindale Gardens open in 2026. This will continue to be monitored to ensure sufficient capacity remains within the schools across the Borough, with forecast demand for each pupil planning area continuing to be reported to the appropriate Council committee.

8.9.1 Barnet's secondary schools are now experiencing the increase in rolls as the primary school bulge classes move through education system. The Council has responded to the rising demand for secondary places through investing in the expansion of existing schools. At secondary level, Barnet is nationally one of the highest exporters of school places with children coming from outside the Borough to attend school. The Free Schools Programme, funded by Government, has helped to tackle the pressure and so far there has been no shortfall in the provision of secondary places. The Council considers that the need for school places at secondary level is now met until 2030. However, fForecast levels of demand for

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places within the Borough's school catchment areas will ~~also~~ continue to be monitored by the relevant Council committee.

8.10 Special Educational Needs and Disability (SEND) Schools

8.10.1 A detailed review of Barnet's SEND provision has identified the need for additional capacity to meet growing demand for Special Educational Need (SEN) places. This is largely being addressed through expansion of existing special schools (Oakleigh Primary and Oak Lodge Secondary), together with the new SEN provision delivered through Kisharon School, and creation of new additionally resourced provision (ARP) at Whitefield school and Claremont Primary. The SEN review has indicated a specific growth in demand for pupils with Autistic Spectrum Disorders (ASD). ~~Proposals to open~~ A new all-through provision for ASD pupils, The Windmill School, will open at new premises in Chipping Barnet in 2024. ~~has received approval from the Department for Education and is currently at pre-opening stage whilst a suitable site is being sought.~~

8.11 Early Years

8.11.5 The Council's Family Services' vision is to ensure that all children and young people in Barnet, especially the most vulnerable children, achieve the best possible outcomes. To enable them to become successful adults, they should be supported by high quality, integrated and inclusive services that identify additional support needs early and are accessible, responsive and affordable for the individual child and their family. Barnet's Early Help Strategy provides a framework to organise the early help services, to monitor their success, and to drive improvement.

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MM 58	Chapter 8 Community, Health and Wellbeing Policy CHW02 And consequential changes to supporting text Paras 8.17.2, 8.17.6, 8.18.2A	<p data-bbox="315 272 1050 304">Policy CHW02 – Promoting health and wellbeing</p> <p data-bbox="315 328 1709 469">In order to recover, restore and thrive and make a positive difference to health and wellbeing in the Borough following COVID19 the Council will promote the creation of healthy environments and safe, accessible, sustainable and high-quality places which seek to improve physical and mental health and reduce health inequalities.</p> <ul style="list-style-type: none"> <li data-bbox="365 491 1704 596">A. The Council requires development to positively contribute to creating high quality, active, safe and accessible places. Measures that will help contribute to healthier communities and reduce health inequalities must be incorporated in a development where appropriate. <li data-bbox="365 639 1688 745">B. The Council will ensure that the health and wellbeing impacts of larger <u>major</u> development proposals are addressed in an integrated and co-ordinated way through the use of Health Impact Assessments <u>(HIA)</u>. <li data-bbox="365 788 1727 1337">C. The Council will support the health and wellbeing of residents by: <ul style="list-style-type: none"> <li data-bbox="414 826 1641 890">a) Contributing to the priorities of the Health and Wellbeing Board and partners to help reduce health inequalities across Barnet; <li data-bbox="414 898 1664 1038">b) Supporting the North Central London Estate Plan and the implementation of <u>the</u> NHS Long Term Plan in responding to demand and integration of health and social care, including the use of developer contributions to support investment in healthcare infrastructure; <li data-bbox="414 1046 1727 1110">c) <u>Ensuring that development proposals have regard to</u> Adopting the principles set out in Sport England’s Active Design Principles; <li data-bbox="414 1118 1727 1224">d) Providing access to free drinking fountains, and public toilets and changing places in new and improved public realm <u>with regard to</u> as set out in Policy CDH03 <u>and London Plan Policy S6</u>; <li data-bbox="414 1232 1659 1295">e) Ensuring compliance with the <u>Council’s Healthier</u> Healthy Catering Commitment <u>with regard to</u> as set out in Policy TOW03; <li data-bbox="414 1303 1592 1337">f) Applying the Healthy Streets Approach, as set out in the London Plan <u>Policy T2</u>;
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- g) ~~Mitigating the impact of air pollutants~~ Ensuring that development improves air quality and mitigates impacts from pollutants as set out in Policy ECC02; and
- h) ~~Deliver more sustainable and active travel as set out in~~ Reducing car dependency, promoting active travel and encouraging sustainable modes of travel with regard to Policy TRC01.

8.17 Promoting Health and Wellbeing

8.17.2 The Health and Wellbeing Strategy seeks to utilise the capacity and resilience of public health systems and partnerships to ~~support Barnet to recover from COVID-19 and~~ make a positive difference to health and wellbeing in the Borough.

8.17.5 Another necessity for urban environments is access to social infrastructure such as public drinking fountains, public toilets including changing places, seating and shade. The need for public toilets and access to clean drinking water is more prevalent amongst certain groups such as the elderly, disabled and families with young children. Lack of provision can further deter people going out in the community, increasing the risk of social isolation and poor mental health. Provision is promoted through London Plan policies on Public Realm ~~D8 D7~~ and Public Toilets S6 and supported within the Local Plan as part of the Council's approach to managing and improving the public realm (see Policy CDH03). Good design, management and maintenance of such facilities is important.

8.17.6 Access to healthy food and drinking water makes a sustainable contribution to ~~the overall health and wellbeing.~~ Locally grown food enables easy access to healthy food and ~~it also promotes~~ mental wellbeing while increasing the social capital of the community. Policy ECC04 ~~– Barnet's Parks and Open Spaces,~~ seeks to ensure existing food growing spaces are protected and new spaces are created as

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part of new developments. Policy TOW03 highlights that where hot food takeaways are permitted the Council will ensure, through a planning condition, that the operator will operate in compliance with the Council's Healthier Catering Commitment ~~within 6 months of opening.~~

8.18 Access to Integrated Health and Care Services

8.18.2A The Council works with NHS North Central London Integrated Care Board and NHS England to determine what investment is required by monitoring housing and population growth, keeping infrastructure plans up to date and working together to identify and develop projects towards which planning obligations / legal agreements and CIL contributions could be used. Developer contributions are used to fund the capital costs of new or expanded primary and community care facilities in order to meet the increasing demand for services which arises from population growth in new developments. The Council uses the London Healthy Urban Development Unit Planning Contributions Model (HUDU Model) to calculate the capital cost of the additional health facilities required to meet the increased demand.

~~8.18.3 Currently the health and care system is planned and commissioned locally by clinical commissioning groups (CCG), local authorities and NHS providers. Within North Central London these partners have worked together to develop a Sustainability and Transformation Plan. This sets out how local health and care services will transform and become sustainable over the long-term period as set out in the NHS Long Term Plan. The benefits of the joint planning between the CCG and the Local Plan is increased access to primary care facilities and health and care integration.~~

8.18.4 The health and care system is planned and commissioned locally by clinical commissioning groups (CCG), local authorities and NHS providers. Within North Central London these partners have worked together to develop a Sustainability and Transformation Plan. This sets out how local health and care services will transform and become sustainable over the long-term period as set out in the NHS

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		<p><u>Long Term Plan.</u> Another key part of the NHS Long Term Plan is the formation of Integrated Care Systems (ICSs). 2021/22 will see the local health and care system transition into an ICS. An ICS is a partnership that will bring together providers and commissioners of NHS services across a geographical area with local authorities and other local partners, to collectively plan and integrate care to meet the needs of their population. The central aim of the ICS is to integrate care across different organisations and settings, joining up and potentially co-locating acute/hospital services, community-based services, primary care, physical and mental health, voluntary services, and health and social care, with the following four fundamental purposes:</p> <ul style="list-style-type: none"> • Improving population health and healthcare • Tackling unequal outcomes and access • Enhancing productivity and value for money • Helping the NHS to support broader social and economic development. <p>8.19 Healthy and Green Barnet</p> <p>8.19.2 With an extensive green infrastructure incorporating public rights of way, parks and gardens together with a comprehensive network of sports and recreational facilities, there is an opportunity to create more active environments. By providing better access to green public spaces and improving sports and community facilities the Council seeks to promote the integration of physical activities into the everyday lives of residents, as well as encouraging a better understanding of the natural environment. Thereby assisting <u>This will assist</u> in the improvement of the physical and mental well-being of residents. <u>Developments are expected to promote active design by having due regard to Sport England’s principles of Active Design.</u></p> <p><u>8.19.2A To ensure that development promotes and positively contributes to a healthy living environment, proposals will be expected to consider health outcomes at an early stage, prior to the submission of a planning application. The Council will therefore require that a Health Impact Assessment (HIA) be</u></p>
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		<p><u>undertaken by developers for all major development. HIAs can help to identify aspects of development that can be enhanced to achieve the greatest health gains and where there is a need to mitigate for any potential negative impacts. If the proposal is for a major development between 10 - 149 residential units or a proposed floorspace for other uses between 1000 - 14,999 m2 it will need to complete Barnet's own screening assessment. This will also apply to Hot Food Takeaways, Adult Gaming Centres, Amusement Arcades, Betting Shops, Payday Loan Shops, Pawnbrokers and Shisha Bars as required by Policy TOW03. If the proposal is greater than this threshold it will be required to complete the more detailed Healthy Urban Development Unit (HUDU) Rapid Health Impact Assessment toolkit.</u></p>
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MM 59	<p>Chapter 8 Community , Health & Wellbeing</p> <p>Policy CHW03</p> <p>And consequential changes to supporting text</p> <p>Paras 8.20.4, 8.20.4A, 8.20.5A & Glossary</p>	<p>Policy CHW03 - Making Barnet a Safer Place</p> <p><u>In order to make Barnet a safer place to live in, work in and visit The the Council will:</u></p> <p><u>A. a. work with partners including the Metropolitan Police (and London Ambulance Service, London Fire and Emergency Planning Authority) to tackle risks of terrorism, crime, fear of crime and anti-social behaviour;</u></p> <p><u>B. work with Neighbourhood Policing Teams to make neighbourhoods safer;</u></p> <p><u>C. b. require support development proposals that to reflect 'Secured By Design' provide safe and secure environments (in accordance with see Policy CDH01 and have regard to Secured by Design principles) and work with the Metropolitan Police's Secured by Design Officers;</u></p> <p><u>D. e. expect measures to design out crime together with appropriate crime and fire safety solutions to be integral to development proposals. The Council encourages developers to engage in pre-application discussions to ensure These measures should be are considered early in the design process;</u></p> <p><u>d. work with the Metropolitan Police, London Ambulance and London Fire and Emergency Planning Authority to provide effective and responsive emergency services in Barnet;</u></p> <p><u>e. support the work of neighbourhood policing teams to make neighbourhoods in the Borough safer places to live in, work in and visit;</u></p>
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- ~~f. encourage appropriate security and community safety measures in buildings, spaces and the transport system;~~
- ~~g. require developers to demonstrate that they have incorporated design principles which limits the opportunities for crime and anti-social behaviour and thereby contributes to community safety and security in all new development;~~
- E.** ~~h.~~ ensure that through the town centre strategy programme safer and more secure town centre environments are promoted; and
- F.** ~~i.~~ promote safer streets and public areas including open spaces (see with regard to Policy CDH03).

8.20 Making Barnet a Safer Place

8.20.4 Everyone should feel safe on the streets of Barnet, therefore the Council will continue to take tough measures to tackle anti-social behaviours. The planning system has an important role to play in reducing the opportunity for crime and disorder and making places safer. Well planned, mixed use areas, good quality public realm, carefully designed buildings, open spaces and neighbourhoods can “design out” crime and help to reduce the fear of crime. This includes appropriate lighting, encouraging natural activity, providing natural surveillance, reducing opportunities for concealment, appropriate placement of public realm and managing permeability thus ensuring the safety of pedestrians and cyclists. The Council has adopted and will continue to produce town centre strategies / frameworks to help create thriving town centres. As highlighted by London Plan Policy HC6 such documents have a key role to play in improving access, inclusion and safety; making the public realm welcoming for all night-time economy users and workers; and protecting and supporting evening and night-time cultural venues. These are also important daytime considerations.

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		<p>8.20.4A Proposals should reflect guidance in the NPPG and Secured by Design, the official UK Police flagship initiative for 'designing out crime'. In addressing Secured by Design principles developers are strongly encouraged to work with the Metropolitan Police's Secured by Design Officers and to aim to be awarded a Secured by Design Award. <u>The Council will normally expect applicants with major proposals to engage with the Metropolitan Police at an early stage, however there may be some forms of minor development where consultation with the Secured by Design Officer is necessary because of concerns about community safety.</u> Developers should also obtain advice from the London Fire and Emergency Planning Authority (LFEPA). The Council will seek to ensure that any new transport interchanges are designed to help address personal safety and reflect Secured by Design, helping reduce the number of road traffic accident casualties. Measures to design out the effects of flooding <u>are</u> is set out in Policy ECC02A.</p> <p><u>8.20.5A The requirements of Policy CHW03 do not affect existing obligations to comply with other legislation including the Building Safety Act 2022, Fire Safety Act 2021, Fire Safety (England) Regulations 2022 and consider London Plan Policy D12.</u></p> <p>GLOSSARY</p> <p><u>Town Centre Framework / Strategy : Planning document that aims to create the right environment for making an individual town centre vibrant and viable, identifying opportunities to enhance the public realm and improve accessibility for all users and support the provision of a wide range of shops and services to meet the needs of diverse local populations. A Town Centre Framework / Strategy is subject to community engagement in order to identify the different requirements of each town centre, and the different needs and preferences of those who use them.</u></p>
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MM 60	Chapter 8 Community Health and Wellbeing Policy CHW04 And consequential	<p>Policy CHW04 – Protecting Public Houses</p> <p>a. <u>A. Protecting and supporting Public Houses</u></p> <p>The Council will:</p>
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changes to supporting text Para 8.21.6		<p><u>a)</u> 4. protect public houses where they have a heritage, economic, social or cultural value to local communities, and or where they contribute to wider policy objectives for town centres; and</p> <p><u>b)</u> 2. support proposals for new public houses in Growth Areas and town centres as part of mixed-use development.</p> <p><u>B. Proposals involving loss of a Public House</u></p> <p>b. <u>a)</u> In accordance with London Plan Policy HC7 proposals Proposals that involve the loss of <u>a</u> public houses with heritage, cultural, economic or social value will be refused unless there is <u>authoritative marketing evidence that demonstrates that there is no realistic prospect of the building being used as a pub in the foreseeable future. no viable demand for its continued use and the property has been long term vacant for a period of at least 12 months. Evidence of continued marketing over a 24 month period will be required.</u></p> <p>c. <u>b)</u> Where <u>London Plan Policy HC7(B) is satisfied</u> it is demonstrated that there is no demand for the public house the Council will support <u>the full or partial use of the site proposals for other community uses and other uses where it is demonstrated that the site is not fit for purpose or viable for any forms of community infrastructure for which there is a defined current or future need identified in the Infrastructure Delivery Plan (see Policy CHW01).</u>in accordance with Policy CHW01.</p> <p>d. <u>c)</u> Development proposals for redevelopment of associated accommodation, facilities or development within the curtilage of the public house that would compromise the operation or viability of the public house use will be resisted. In considering proposals involving the loss of <u>a</u> public houses the Council will take into account the listing or nomination of 'Assets of Community Value' as a material planning consideration.</p>
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		<p>8.21 Public Houses</p> <p>8.21.6 Where an application is based on <u>involves the loss of a public house no longer being a viable commercial operation,</u> appropriate authoritative <u>marketing</u> evidence will be required. This <u>is outlined in London Plan para 7.7.7.</u> will need to show that there is no realistic prospect of a building being used as a public house in the foreseeable future and that the business has been marketed for at least 24 months as a pub at an agreed price following an independent valuation and in a condition that allows the property to continue functioning as a pub. The business should have been offered for sale locally and London wide in appropriate publications and through relevant specialised agents. Therefore where <u>London Plan Policy HC7(B) is satisfied the Council will support proposals for other community uses that meet the criteria as set out in the policy. The Council's view is that</u> A<u>adapting</u> a public house for another community use would be preferable to its loss to <u>an another use that is not considered to meet the definition of community infrastructure. Redevelopment proposals within the curtilage of an existing public house will be considered having regard to London Plan Policy HC7(C).</u></p>
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MM 61	<p>Chapter 9 Economy</p> <p>Policy ECY01</p> <p>And consequential changes to supporting text</p> <p>Paras 9.6.2, 9.6.4, 9.7.3, 9.8.1, 9.8.2, 9.9.1 to 9.9.3B, 9.9.4, 9.9.4A, 9.9.6 to 9.9.8 &</p>	<p>Policy ECY01: A Vibrant Local Economy</p> <p><u>In creating a vibrant local economy across the Borough</u> Barnet the Council will seek to protect and promote <u>prioritise new</u> employment opportunities <u>within the Growth Areas of Brent Cross, Brent Cross West (Staples Corner), Cricklewood and Edgware, District Town Centres, and Locally Significant Industrial Sites and Business Locations as identified in Table 13 and on the Policies Map</u> and create a vibrant local economy across Barnet by:</p> <p><u>A. Office Space</u></p> <p>a) <u>Within, Major and District</u> Safeguarding office space in Town Centres <u>where possible to retain existing and encourage new office space and edge-of-centre locations.</u> as part of the</p>
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Table 13 (as renumbered).	<p><u>Commercial, Business and Service (Use Class E).</u> Any proposals for redevelopment of office uses outside of these locations must demonstrate that the site is no longer suitable and viable and that an alternative business use including affordable workspace solutions has been considered and that a suitable period of active marketing <u>at market rates suitable for the type, use and size for at least 12 months</u> has been undertaken. Where this can be demonstrated the proposal will be expected to provide appropriate mixed use re-development including <u>such as residential and community use (and/or retail on an active frontage location)</u> as well as re-provision of employment use.</p> <p>b) Supporting <u>requirements for up to 67,000 m² (net) of new office space as set out in Policies BSS01A and GSS01 across Barnet's Major and in-District Town Centres, to accommodate small and medium enterprises (SME) and supplement office accommodation (395,000 m²) already approved for Brent Cross. The Council will apply the sequential test to applications for offices as main town centre uses, requiring them to be located in town centres.</u></p> <p><u>B. Industrial, Storage and Distribution Space</u></p> <p>a) e) Supporting appropriate proposals within a Locally Significant Industrial Site (LSIS) <u>as identified in Table 13</u> that are one or a combination of the following uses:</p> <ul style="list-style-type: none"> • Class B2 (general industry); • Class B8 (storage or distribution); and/ or • Uses related to light industrial or research and development; • Sui Generis uses, where this use <u>is a waste management facility (with due regard to Policy ECC03) or is an employment generating use compatible with an industrial use^{xviii}.</u> <p>Any office uses within a LSIS should be ancillary to the other employment uses on site and be directly related to the majority uses proposed.</p>
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- b) ~~d)~~ Supporting intensification of uses listed in Policy ECY01Ba ~~(e)~~ in a LSIS where it can be demonstrated that the design does not impact on the operational capability of the proposal site or the neighbouring sites within the LSIS.
- c) ~~e)~~ Supporting affordable workspace solutions where the uses are within the use classes set out in Policy ECY01Ba ~~e)~~.
- d) ~~f) Warehousing~~ Warehouse uses or uses which generate high levels of movement should be located in close proximity to Tier One and Tier Two roads (as shown on the Policies Map) and minimise impacts on residential areas.
- e) ~~g)~~ Where co-location ~~of residential uses~~ is proposed in ~~an~~ a LSIS compliance with London Plan Policy E7 Industrial intensification, co-location and substitution) and a master-plan approach is expected. The development should be employment led and the Agent of Change Principle used in favour of existing and proposed employment uses. The introduction of residential uses into an LSIS should not prejudice its ability function as an industrial area.

C. General

- a) ~~h)~~ Where possible seeking to protect existing office accommodation and light industrial uses in the Borough especially those in Town Centres, and Business Locations and LSIS as identified in Table 13 areas covered by Article 4 Direction. The loss of employment accommodation and net loss of employment floorspace in these areas through proposals for development or change of use will not be supported.
- b) ~~i)~~ In assessing proposals for alternative uses to those outlined in Policy ECY01A and ECY01B, (a), (b) and (c), on non- designated employment sites, as well as London Plan

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		<p>Policy E7C, the following will be taken into consideration:</p> <ul style="list-style-type: none"> i. Premises have been vacant for over 12 months and have no reasonable prospect of being occupied, following demonstrable active marketing during this period using reasonable terms and conditions, with the exception of meanwhile uses in accordance with Policy ECY01C e) iii). ii. Loss of a <u>The effect of any loss of a</u> commercial use at ground-floor level. iii. Contribution of the proposed use to the Council's growth objectives for the local area. <p>c) j) Supporting new employment space outside of the locations outlined in <u>Policy ECY01A and ECY01B, (a), (b) and (e)</u> if the following criteria are met:</p> <ul style="list-style-type: none"> i. The new employment use would contribute towards the Council's regeneration <u>growth</u> objectives. ii. Employment uses which generate high levels of movement should be located in close proximity to Tier One and <u>Tier Two</u> roads <u>(as shown on the Policies Map)</u> iii. The new use does not have any adverse impact on residential amenity. iv. The site is not allocated <u>in Annex 1 of this Plan (Schedule of Site Proposals)</u> for an alternative use including residential, education or community uses <p>d) k) Requiring all employment space to be designed to appropriate floor to ceiling heights and space requirements for the intended uses including on site servicing and space for waiting or goods vehicles, <u>and be fitted out to at least Category A Standard.</u></p> <p>e) l) Expecting all <u>development proposals for new employment space that will generate significant amounts of movement to undertake a provide-travel plans and/or Transport Assessments or Transport Statements in accordance with national policy, London Plan Policy T4 and Transport Impact Assessment as set out in Policy TRC01.</u></p> <p>m) Financial contributions will be secured from development that results in a net loss of employment floorspace to invest towards improving employment space elsewhere in the</p>
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~~Borough and/ or towards training and other initiatives that seek to promote employment and adult education in the Borough.~~

9.6 Office Space

9.6.2 The BELR states that the Barnet office market:

- is dominated by small firms. Many of these self-employed, single person businesses will be operating from their own homes.
- similarly to the rest of London it is less restricted in regards to occupation of buildings due to the adoption of technology and new business processes.
- is well placed to provide space for smaller occupiers who want to be a part of a ‘business community’, where they can interact with other businesses and enjoy flexible terms.
- ~~Could reach up to 42,000 jobs by 2036, with~~ shows a net additional demand for office floorspace in Barnet of between at least 67,000m² and 106,000m² over the period 2016 to 2036. ~~However, the speed with which Brent Cross office development (395,000 m2) is delivered will determine this growth. The extent of this additional office growth will be influenced by what happens with delivery of office development at Brent Cross.~~
- The overall picture is of a small-scale market meeting largely local demand, notwithstanding a small number of freestanding corporate headquarters. The market is very vulnerable to pressure for residential conversion and, even without permitted development is prone to attrition and gradual loss of employment land. The BELR highlights that the biggest risk to supply is gradual loss.

9.6.4 The Council will continue to monitor ~~has taken measures to decrease~~ the vulnerability of the employment market in the Borough ~~by introducing an Article 4 Direction to remove~~ associated with changes to the Use Classes Order in 2020 and the permitted development rights for E uses

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(Commercial, Business and Services) office and light industrial uses to convert to residential. This is of particular importance in nine town centres, the LSIS sites, Business Locations and two out of town centre office blocks. The Council recognises that overtime over time some buildings in these areas will be in need of renewal, but loss of employment space will not be supported where proposals for development or change of use require planning permission.

9.7 Industry Industrial Space

9.7.3 Barnet envisages meeting the identified need through intensification and windfall. ~~The non designated sites being designated acknowledge the need to maintain the existing level of provision in the Borough therefore their designation as LSIS will not meet the identified need.~~

9.8 Article 4 Direction

~~9.8.1 The Valuation Office Agency Business Floorspace Statistics 2016^{xix} states that Barnet's stock of office floorspace is 343,000m². The Permitted Development Right to change office into residential has resulted in Barnet losing over 40,000m² of office space (May 2013-March 2017). The Council has made Article 4 Directions^{xx}, restricting the change of use from employment (Former Use Classes B1a and B1c) to residential use (Use Class C3). The Article 4 Directions came into force in October 2019 prior to the changes to the Use Classes Order in 2020. However, they continue to serve as a safeguard for commercial, business and service uses.~~

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~~9.8.2 Sites within the Article 4 Direction have been selected for their importance to the economic sustainability of Barnet. The distribution of Article 4 Direction areas highlights the dispersed nature and variety of employment sites in Barnet.~~

9.9 A Vibrant Local Economy

9.9.1 Barnet's designated LSIS, are the focus for development of light industrial, Class B2 (general industry) Class B8 (storage and distribution) and employment generating sui generis uses (including waste management facilities). The designated Business Locations provide for commercial employment. The Growth Areas of Brent Cross and Edgware, together with the District Town Centres and (with potentially for New Southgate Opportunity Area in the latter stage of the Local Plan) are the focus for accommodating office development and light industrial uses appropriate for town centres, with other employment uses being considered where it can be shown that they are able to operate without negatively impacting upon other uses.

9.9.2 Industrial land uses and office space continue to make a valuable contribution to the local economy and provide important local services as well as jobs. The Council seeks to protect industrial land and office space alongside planned growth of new business space. This approach is supported by London Plan Policies E2 Providing suitable business space and E6 Locally Significant Industrial Sites of the London Plan.

9.9.3 Barnet's LSIS and Business Locations are listed in Table 44 13 and shown on the Policies Map. Following recommendations in the BELR and to provide consistency with the Article 4 Designations seven new LSIS have been designated, this is also consistent with London Plan Policy E8 – Sector growth opportunities and clusters of recognising previously non-designated industrial sites. The Council has designated new LSIS at Bittacy Hill, Coppetts Centre, Falkland Road (Alston Works), Hurricane Industrial Park and Propeller Way. New Business Locations have been designated at Colindale Technology Park (including sites off Cecil Road) and 30-100 Colindeep Lane. Although previously designated in the 2012 Local Plan permitted development changes of use from employment to

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residential on the Grenville Place LSIS and on part of the Lancaster Road LSIS have resulted in the de-designation of Grenville Place LSIS and a portion of the Lancaster Rd LSIS. ~~Revisions to LSIS are shown in the Changes to the Policies Map document.~~

9.9.3A When considering planning applications for main town centre uses (as defined in both the NPPF and the London Plan) in locations that are not within an existing centre nor identified as a proposal in this Plan, the Council will apply the sequential test as set out in the NPPF and London Plan Policy SD7 (A1) and Development Plan Documents. In identifying potential sites for main town centre uses it may be necessary for the area of search to extend across into neighbouring local authority areas. In considering proposals for new employment uses under Use Class E (ie offices and uses related to light industrial or research and development) in LSIS or outside Major and District Town Centres the Council may apply conditions and /or seek planning obligations to protect the intended employment use and the viability and vitality of the town centres by restricting changes to retail or other main town centre uses (within Use Class E).

9.9.3B To demonstrate a lack of market demand for an employment use an applicant should submit robust marketing evidence that the site has been vacant, and that a thorough continuous marketing exercise has been undertaken and sustained for at least a 12 month period, immediately prior to any planning application. Marketing must be through a commercial agent that sets out the competitive price that genuinely reflects the market value of the property in relation to its use, condition, quality and location. It must be demonstrated that consideration has been given to alternative layouts and business uses, including smaller premises with short term flexible leases appropriate for SMEs.

Table 14 13 – Barnet’s Locally Significant Industrial Sites and Business Locations

Site Name	Article-4	Area (ha)
Queen’s Road Industrial Estate	Yes B1a & B1c	0.9
Falkland Road (Alston Works)	Yes	0.5

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			B1a & B1c	
		Hadley Manor Trading Estate	Yes B1a & B1c	0.8
		Redrose Trading Centre	Yes B1a & B1c	0.5
		Lancaster Road	Yes B1a & B1c	1.2
		Granard Business Centre and Churchill House	Yes B1a & B1c	0.8
		Bunns Lane Works	Yes B1a & B1c	0.6
		Mill Hill Industrial Estate	Yes B1a & B1c	1.0
		Hurricane Industrial Park	Yes B1a & B1c	0.4
		Propeller Way	Yes B1a & B1c	0.4
		Connaught Business Centre	Yes B1a & B1c	1.0
		Garrick Industrial Centre	Yes B1a & B1c	7.4
		Bittacy Hill Business Centre	Yes B1a & B1c	0.8
		Finchley Industrial Centre	Yes B1a & B1c	0.9
		Oakleigh Road South (Railway Yard)	No	3.5
		Brunswick Industrial Park	B1a & B1c	4.0
		Coppetts Centre Colney Hatch	Yes B1c	1.1
		Colindale Technology Park and Cecil Rd	Yes	0.8

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		B1a & B1c	
100 (30-120) Colindeep Lane	Yes	B1c & B8	1.3
North London Business Park	Yes	B1a & B1c	16.2
Squires Lane	Yes	B1 & B1c	4.3
Regent Office Park	Yes	B1a	2.3
<u>Total Area</u>		Total Area	50.7

9.9.4 ~~Outside LSIS all employment spaces will be protected where viable to enhance Barnet's local economy and support enterprise potential. Effective marketing is where a site has been continuously actively marketed both for sale and rent for a period of 12 months at an appropriate price which can be agreed in advance with the Council (at pre-application stage if appropriate) for re-use or redevelopment for employment use and no interest has been expressed. Any~~ The Council prioritises the safeguarding and efficient use of industrial land in LSIS as these are the most sustainable employment locations including provision of additional capacity through affordable workspace (in accordance with Policy ECY02). This is balanced with encouraging the intensification and diversification of LSIS.

9.9.4A Where there is redevelopment proposed on a LSIS site it should then be employment led. An employment led development is one where the employment generating (as defined by ECY01) floorspace is greater in proportion to the other uses proposed on the site and results in no net loss of employment space. Proposals for co-location / intensification within LSIS will be expected to demonstrate compliance with London Plan Policy E7- Industrial intensification, co-location and substitution and a master-plan approach. Where masterplans are developer-led there is an expectation

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		<p><u>that the developer will work closely from the outset with the Council and with the GLA. Masterplans will need to be produced in accordance with the GLA Practice Note Industrial Intensification and Co-Location Through Plan-Led and Masterplan Approaches. Developments of non- industrial uses will not be permitted on LSIS until the Council has approved a masterplan, which shows how intensification / co-location will achieve an increase in industrial floorspace. Piecemeal development which prejudices the delivery of a comprehensive masterplan will not be supported. The Council in considering large scale proposals for B8 uses, which cannot be accommodated on LSIS in Barnet, will re-direct them to the Strategic Industrial Locations (as identified in Table 6.2 of the London Plan) in other boroughs. Such re-direction is in accordance with London Plan policies E4 and E5.</u></p> <p>9.9.6 The impact on local employment will be considered using the HCA Employment Density Guide 2015, or updated equivalent, and re-provision, preferably business units, which can secure an equivalent amount of floorspace and level of employment will be favoured. A financial contribution will be required for the refit of existing employment space in the Borough or for employment training, where this cannot be delivered. Further <u>guidance will be</u> details are set out in the <u>forthcoming Planning Obligations SPD on Contributions to Enterprise, Employment and Training.</u></p> <p>9.9.7 Developers intending to bring forward commercial space in the Borough should enter into preapplication discussions with the Council. This will enable the requirements of workspace providers to be considered early on in the design of the proposal. The Council will expect all new commercial space to be designed to appropriate floor to ceiling heights and fitted out to <u>at least Category A-a</u> standard that allows for a straightforward occupation for commercial tenants. The LLDC Employment Space Design Study offers examples of such space standards across a range of commercial uses. This is regarded as offering appropriate templates for employment floorspace design that are relevant to London. <u>All new employment proposals, should seek to minimise the impact of traffic on surrounding residential streets and provide travel plans, transport assessments in accordance with national policy, London Plan Policy T4 and Policy TRC01.</u></p>
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		<p>9.9.8 Proposals for alternative uses within the designated Locally Significant Industrial Sites (LSIS), will only be supported where the development is employment led and does not harm the functioning of the LSIS. Proposals for development of new or extensions to former Class B1 uses, which are outside of the designated areas (i.e. Locally Significant Industrial Sites <u>and Business Locations</u>, as well as <u>the Growth Areas of Brent Cross, Brent Cross West (Staples Corner), Cricklewood and Edgware, Major</u> and District Town Centres) must not negatively impact on the character of the surrounding area.</p>
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MM 62	<p>Chapter 9 Economy</p> <p>Policy ECY02 and consequential changes to supporting text</p> <p>Paras 9.10.3, 9.10.5, 9.10.6 & Table 15 (as renumbered) .</p>	<p>Policy ECY02: Affordable Workspace</p> <p>The Council will promote economic diversity and support existing and new business development in Barnet by requiring through legal agreement:</p> <p><u>A. a) In order to sustain a mix of business uses which contribute to the character of an area, Nnew employment space in the Borough's designated employment areas and mixed-use development, in the Growth Areas of Brent Cross, Brent Cross West (Staples Corner), Cricklewood and Edgware, the District Town Centres (and potentially-the New Southgate Opportunity Area in the latter stage of the Local Plan) in Brent Cross, Edgware, New Southgate and District Town Centres should <u>the Council will seek provide</u> affordable workspace. ; equating to A minimum of 10% <u>per cent</u> of gross new employment floorspace, or equivalent cash-in-lieu payment for off-site provision <u>will be sought</u> of for affordable workspace <u>unless a viability assessment accompanying the application demonstrates that it would undermine the deliverability of the development.</u></u></p> <p><u>B. b) n</u>New employment provision should include a range of unit sizes and types such as affordable and flexible workspaces and working hubs that allow for 'touch down' working. Uses should be appropriate for the location and in accordance with <u>Policy ECY01</u>.</p> <p><u>C. c)</u> Developers should liaise with managed workspace providers at the design stage of the development to determine end user requirements and ascertain a range of unit sizes that are flexible; <u>ensure provision of units</u> suitable for subdivision and <u>provide fully customisable spaces configuration for end user requirements and interior specifications whilst ensuring minimum Category A Fit Out in accordance with Policy ECY01(C(d))</u> new uses and activities, including for occupation by small or independent commercial enterprises.</p> <p><u>D. d)</u> Mixed use development proposals in town centres should consider the provision of flexible space within the scheme that can be used by individual workers, start-ups and as accelerator space.</p>
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9.10 Affordable Workspace

9.10.3 The BELR emphasises the need for the provision of affordable and low cost floorspace in a variety of formats to support the needs of start-ups and SMEs. Policy ECY02 sets out a requirement that within Barnet’s designated employment areas, together with the Growth Areas of Brent Cross, Brent Cross West (Staples Corner), Cricklewood and Edgware, the District Town Centres (and potentially the New Southgate Opportunity Area in the latter stage of the Local Plan) ~~Brent Cross, Edgware, New Southgate and District Town Centres~~ Any any major commercial development proposals schemes or mixed-use schemes for new employment floorspace, (including any proposals which provide net additional employment floorspace as extension(s) to existing employment floorspace, should provide a minimum of 10% per cent of the gross floorspace as affordable workspace, either on or off-site.

9.10.5 Developers bringing forward new employment commercial space (including extensions) are encouraged to liaise with the Council’s Business, Employment and Skills Team as part of their preapplication discussions. This will ensure that, where necessary, appropriate affordable workspace providers can be involved early at the design stage. Where developers are unable to provide affordable workspace on site a financial contribution will normally be sought. This will be calculated using Gross Internal Area (~~sqft~~ m²) x Base build cost rate (~~psf~~ per m²) as set out in Table ~~15-14~~.

Table ~~15~~ 14 – Estimated Base Build Costs

Space	Base build cost rate <u>£psf</u> per m ² *
Light Industrial <u>Mixed Commercial</u>	£1837 93
Office	£2978 217
Kitchens	£105 4,936

* BCIS positive indexation will be added to these costs using the month and year of Local Plan adoption as a base date for indexation.

Costs retrieved from BCIS (December 2023). Indexation will be added to these costs annually in November using the CIL Index, which uses BCIS data.

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		<p>9.10.6 Affordable workspace and/or any offset contributions <u>that meet the tests set out in NPPF and the Community Infrastructure Levy Regulations 2010 and/or any equivalent relevant legislation or regulations</u> will be secured through S106 legal agreement with the Council. <u>Any contributions sought will take account of any viability assessment accompanying the application.</u> A Council registered workspace provider should also be secured, preferably before the grant of planning consent. Affordable workspace should be provided in perpetuity. <u>Further guidance will be set out in the forthcoming Planning Obligations SPD.</u></p> <p><u>GLOSSARY</u></p> <p><u>Accelerator Space:</u> <u>Combines workspace with access to technical infrastructure and support to help entrepreneurs grow their businesses.</u></p> <p><u>Touch Down Working :</u> <u>A series of smaller workstations, sometimes with flexible office partitions, capable of use by multiple employers typically employing predominantly remote workers who on occasion need to call into the office to meet with / catch up with colleagues.</u></p>
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MM 63	Chapter 9 Economy Policy ECY03 And consequential changes to supporting text Paras 9.11.1 to 9.11.6	<p>Policy ECY03: Local Jobs, Skills and Training</p> <p>The Council will seek to increase local employment opportunities from <u>major development proposals creating 20 or more full-time equivalent (FTE) jobs</u> in the Borough by:</p> <ul style="list-style-type: none"> a) <u>A.</u> Requiring qualifying development to provide a Local Employment Agreement which sets out the skills, employment and training opportunities to be delivered from the development including end use jobs in accordance with London Plan Policy E11 - Skills and opportunities for all. Financial contributions to offset unfulfilled LEA deliverables may be accepted in exceptional circumstances. b) <u>B.</u> Delivering construction-phase training in conjunction with the Council's recognised providers.
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		<p> €) <u>C. Having regard to</u> Requiring compliance with other jobs, skills and training requirements of the Council's Delivering Skills, Employment, Enterprise and Training (SEET) from Development the guidance in the Planning Obligations SPD in terms of jobs, skills and training. (2014) or any subsequent SPDs. </p>
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9.11 Local Jobs, Skills and Training

9.11.1 In line with the approach set out in London Plan Policy E11- Skills and opportunities for all to provide more meaningful employment and training opportunities for residents across London, whilst recognising the importance of new developments for providing local employment opportunities, the Council through the ~~Barnet's Growth Strategy~~ emphasises the importance of having a skilled local workforce and the positive impact this can have on economic growth. Promoting economic and social inclusion in Barnet is a major priority for the Council, ensuring that residents seeking work have the right skills and opportunities to gain employment. Barnet's Work, Skills and Productivity Action Plan prioritises support for young people between 16 and 24 and is working directly with those furthest from the labour market to unlock opportunities to access employment. It is also seeking to improve pathways into work by prioritising high growth sectors; and delivering at scale and pace to ensure a fast recovery and prevent many residents from falling out of work.

9.11.2 In order to help local residents secure local jobs, Policy ECY03 seeks to address skills deficiency between the Borough's employers and the local community by seeking contributions towards local employment training programmes. These will largely be related to the development industry and in certain cases end-use jobs. This helps to provide residents with the skills needed to fill jobs both locally and further afield, thereby increasing employment opportunities for Barnet's residents. Development proposals are also expected to have due regard to ~~required to meet the requirements of the Council's Delivering Skills, Employment, Enterprise and Training (SEET) from Development SPD (2014) or equivalent SPD~~ the forthcoming Planning Obligations SPD with respect to jobs, skills and training.

9.11.3 ~~The SEET SPD~~ Through the forthcoming Planning Obligations SPD sets out a requirement for ~~developers to enter into a Local Employment Agreement (LEA) with the Council~~ will set out in order to deliver a range of benefits to residents. Benefits, associated with employment generating development, include:

- Apprenticeships;
- Work experience;

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		<ul style="list-style-type: none"> • Progression into employment for those dependent on benefits; • Local labour; • Local suppliers; and • End use jobs (where appropriate) <p>9.11.4 The majority of major developments can provide opportunities for apprenticeships, and work experience for residents and local suppliers in the construction phases. Where a <u>major</u> development is creating 20 or more full time <u>equivalent (FTE) end-use</u> jobs then the Council will seek to secure employment opportunities for Barnet residents. <u>The Council will calculate FTE jobs in terms of both permanent jobs arising from the development together with temporary jobs created during the construction period.</u></p> <p>9.11.5 Financial contributions may be accepted in exceptional circumstances in lieu of onsite or development related employment provision. The LEA and/or Financial contributions will be agreed as part of <u>planning obligations in a legal agreement the S106 Agreement.</u> However, outline LEAs should be agreed as part of the application process to ensure the Council and applicants are aware of the implications of the LEA on the development and its timetable.</p> <p>9.11.6 Developers should liaise <u>at an early stage, preferably at pre-application stage,</u> with the Council's Business, Employment and Skills Team <u>in identifying skills, employment and training opportunities</u> when producing the LEA.</p>
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MM 64	Chapter 10 Environment & Climate Change Policy ECC01	<div style="border: 2px solid green; padding: 5px;"> <p>Policy ECC01 – Mitigating Climate Change The Council will seek to minimise Barnet's contribution to climate change and ensure that through the efficient use of natural resources the Borough develops in a way which respects environmental limits and improves quality of life. The Council will:</p> </div>
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<p>And consequential changes to supporting text</p> <p>Paras 10.1.1, 10.2.1, 10.2.1A, 10.3.1, 10.3.2, 10.4.1, 10.4.2, 10.5.2 to 10.5.6, Table 16, 10.6.2 to 10.6.3A, 10.7.1 to 10.7.4.</p>	<p><u>A. a) Concentrate growth in accordance with Policy BSS01 the identified within Barnet's Growth Areas and District Town Centres Growth Areas and existing town centres in order to better manage mitigate and adapt the impacts of development growth on the climate.</u></p> <p><u>B. b) Promote the highest environmental standards for development to deliver exemplary levels of sustainability throughout Barnet in order to mitigate and adapt to the effects of a changing climate and through, having regard to the guidance provided in the Council's suite of design guidance Sustainable Design and Development Guidance SPDs together with and the Green Infrastructure SPD will continue working to deliver exemplary levels of sustainability throughout Barnet in order to mitigate and adapt to the effects of a changing climate..</u></p> <p><u>C. c) Expect all development to reduce energy consumption, be energy efficient and seek to minimise any wasted heat or power, be energy efficient and meet the requirements of Policy CDH02.</u></p> <p><u>D. d) Development is expected to be in accordance Encourage development to demonstrate compliance with the Mayor's Energy Hierarchy to reduce carbon dioxide emissions.</u></p> <p>i) All major development will be required to demonstrate, through an Energy Statement accordance with Part L of the Building Regulations and London Plan polices SI 2 and SI 3 including compliance with the Mayor's net zero carbon targets.</p> <p>ii) For minor development efforts should be made to make the fullest contribution to minimising carbon emissions and meet a carbon reduction target of at least 6% beyond the latest Building Regulations and demonstrate how the Mayor's Energy Hierarchy has been used to achieve this.</p> <p><u>E. e) Require an energy masterplan in accordance with London Plan Policy SI 3 Where Decentralised Energy (DE) is feasible or planned, for major development large scale development, which establishes the most effective energy supply options such as the provision of, or connection to, a heat network. will either provide:</u></p> <p>a. — suitable connection</p> <p>b. — the ability to connect in future</p>
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- e. ~~_____ a feasibility study; or~~
d. ~~_____ a financial contribution to a proposed feasibility study.~~

F. ~~f) All schemes are e~~Encouraged all schemes to incorporate renewable energy initiatives into development proposals, including householder and minor proposals where feasible taking into account factors of design and viability.

G. ~~g)~~ Expect development to demonstrate how it will manage heat risk and overheating in accordance with London Plan Policies SI 4 and D6.

H. ~~h) The Council will support retrofitting existing buildings and encourage solutions that minimise or avoid harm to a heritage asset's significance while delivering improved energy performance or generation. Support the retrofit of buildings where there is a benefit to the environment through the retention of embodied carbon. Where demolition is preferred, developers are encouraged to undertake a Whole Life-cycle Carbon Assessment having due regard to London Plan Guidance. Solutions for heritage assets that deliver improved energy performance or generation are also supported, subject to the considerations of Policy CDH08.~~

I. ~~i) Where a development is unable to fully achieve the relevant carbon targets for a development identified in London Plan Policy SI2, cannot be fully achieved seek where appropriate a contribution will be sought to a value calculated using the latest non-traded price of carbon per tonne identified by Barnet, or in the absence of a Barnet offset price, the Mayor of London.~~

J. ~~j) Require developments are required to demonstrate how sustainable design and construction methods are incorporated into the proposal to enable the development to mitigate and adapt to climate change over its intended lifetime.~~

10.1.1 Specific National and London Plan policies to be taken into context :

NPPF

Section 8 Promoting healthy and safe communities ~~specifically paras 96 to 101~~

Section 13 Protecting Green Belt land ~~specifically paras 133 to 147.~~

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		<p><i>Section 14 Meeting the challenge of climate change, flooding and coastal change specifically paras 149 to 165.</i></p> <p><i>Section 15 Conserving and enhancing the natural environment specifically paras 170 to, 183.</i></p> <p><i>London Plan, March 2021</i></p> <p><u><i>Good Growth</i></u> <i>Objective GG6 Increasing efficiency and resilience</i></p> <p><i>Policy D13 Agent of change</i></p> <p><i>Policy G1 Green infrastructure</i></p> <p><i>Policy G2 London's Green Belt</i></p> <p><i>Policy G3 Metropolitan Open Land</i></p> <p><i>Policy G4 Open space</i></p> <p><i>Policy G5 Urban greening</i></p> <p><i>Policy G6 Biodiversity and access to nature</i></p> <p><i>Policy G7 Trees and woodlands</i></p> <p><i>Policy G8 Food growing</i></p> <p><i>Policy G9 Geodiversity</i></p> <p><i>Policy SI1 Improving Air Quality</i></p> <p><i>Policy SI2 Minimising greenhouse gas emissions</i></p> <p><i>Policy SI3 Energy Infrastructure</i></p> <p><i>Policy SI4 Managing heat risk</i></p>
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		<p><i>Policy SI5 Water infrastructure</i></p> <p><i>Policy SI7 Reducing waste and supporting the circular economy</i></p> <p><i>Policy SI8 Waste capacity and net waste self-sufficiency</i></p> <p><i>Policy SI9 Safe guarded waste sites</i></p> <p><i>Policy SI10 Aggregates</i></p> <p><i>Policy SI11 Hydraulic fracturing (Fracking)</i></p> <p><i>Policy SI12 Flood risk management</i></p> <p><i>Policy SI13 Sustainable drainage</i></p> <p><i>Policy SI14 Waterways – strategic role</i></p> <p><i>Policy SI15 Water transport</i></p> <p><i>Policy SI16 Waterways – use and enjoyment</i></p> <p><i>Policy SI17 Protecting and enhancing London’s waterways</i></p> <p><i>Mayor of London Sustainable Design and Construction SPG</i></p> <p><u><i>Mayor of London Shaping Neighbourhoods – Play and Informal Recreation SPG</i></u></p> <p><i>Mayor of London All London Green Grid SPG</i></p> <p><u><i>Mayor of London Circular Economy Statements LPG</i></u></p> <p><u><i>Mayor of London Control of Dust and Emissions in Construction SPG</i></u></p> <p><u><i>Mayor of London Air Quality Positive LPG</i></u></p>
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Mayor of London Air Quality Neutral LPG

Mayor of London Whole Life Carbon LPG

10.2 Introduction

10.2.1 ~~In May 2022 the Council declared a Climate and Biodiversity Emergency. A top priority for the Council, as well as robustly implementing policies on net zero carbon development through the development plan, is to progress a Sustainability Strategy that sets out the actions to be taken to deliver a green and thriving Barnet; with a key focus on keeping neighbourhoods clean, green and with good air quality, ensuring that development and growth in the Borough is sustainable, maximising reusing and recycling, and reducing consumption and waste. Ensuring a clean, pleasant and well-maintained environment is a top priority of the Council.⁴² Through the implementation of Local Plan policies the Council will manage growth to help deliver this environment as part of its approach to the mitigation of, and adaptation, to climate change. Development can be made more sustainable by measures such as passive solar design, natural ventilation, green and brown roofs and sustainable drainage systems. Details of how this can be achieved are set out in the Council's more detailed planning guidance. Barnet's suite of design guidance SPDs together with the Green Infrastructure prioritise the protection and enhancement of the environment and biodiversity and clarify requirements on the prudent use of natural resources.~~

10.2.1A Through the implementation of Local Plan policies the Council will manage growth to help deliver a green and thriving Barnet as part of its approach to the mitigation of, and adaptation, to climate change. Development can be made more sustainable by measures such as passive house design, sustainable materials and location, natural ventilation, green and brown roofs or sustainable drainage systems for example. Details of how this can be achieved will be set out in the Council's more detailed planning guidance. Barnet's Sustainable Design and Development Guidance SPD, together with the

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SPD on Green Infrastructure, will include guidance on prioritising the protection and enhancement of the environment and biodiversity and clarifying requirements on the prudent use of natural resources.

10.3 Reducing carbon emissions in new and existing development

10.3.1 The Mayor of London has set a target for London to become a zero-carbon city by 2050. Where zero-carbon is used in the Local Plan it refers to net zero-carbon as defined in the London Plan. In order to contribute to delivering this the Local Plan addresses the level of emissions from the existing building stock, in particular through retaining and re-using buildings to avoid the material and energy costs of new development. Creative adaptation can dramatically reduce the whole-life energy costs and waste impacts from demolition and replacement, even where the proposed development would be energy efficient. Where ongoing energy performance is unsatisfactory, there will almost always be scope for suitable adaptations to be made through careful consideration of the most appropriate options for insulation, power use and power generation. Major Ddevelopments unable to meet the net zero carbon targets set by the Mayor of London ~~will~~ may need to contribute to the Barnet's carbon offset fund as explained and required by para 9.2.8 and London Plan Policy SI 2. Until Barnet develops and adopts its own price for offsetting carbon, the London Plan offset price of £95/tonne of carbon will be used to collect offset payments. Information on the spend of carbon offset payments will be reported as part of the Barnet Authorities Monitoring Report.

10.3.2 New development in the Borough ~~will be required to~~ should consider how the design, layout and building materials can minimise energy requirements and assist in the efficient use of energy. Building design and energy supply options ~~will be required to~~ should where possible provide for the building to be retro-fitted to incorporate new technology in the future.

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10.4 Energy Generation

10.4.1 Developers should provide ~~more~~ sustainable and efficient methods of supplying heat and power ~~than traditional energy supply systems~~ and consider the best low to zero carbon options including the provision of decentralised energy for their developments. The design, construction and operation of new buildings should be informed by the Mayor's Energy Hierarchy (London Plan Figure 9.2) with opportunities for onsite energy and heat production maximised. As explained in London Plan (para 9.2.2), the Energy Hierarchy should inform the design, construction and operation of new buildings; prioritising minimising energy demand and then addressing how energy will be supplied and renewable technologies incorporated.

10.4.2 The majority of the Borough is within a Heat Network Priority Areas. Heat networks can deliver heat and/or cooling across a development or wider area. Traditionally the heat networks have used Combined Heat and Power (CHP) utilising a gas engine, however the carbon savings on CHPs are now declining. Any new heat network should be designed to be low or zero carbon. A heat network should be designed in a way that ensures that designs are adaptable and readily able to take account of future changes, for example it could be connected to a wider district heating network if that were to come forward. Where a heat network is not being provided as part of the major development the building must still be designed to be connection ready and allow for connections in the future. Developers should ensure that any proposed Heat Networks operate effectively and efficiently while taking into account air quality and the Mayor's net zero carbon target and seek to meet the requirements of London Plan Policies SI 2 and SI 3 where feasible. Developers should ~~also~~ provide information to the Council on how the system is to be managed, especially if it is not part of a larger network. Residents must be able to easily contact the appropriate persons to raise concerns, and have maintenance and repairs undertaken within appropriate timeframes.

10.5 Carbon Reduction

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		<p>10.5.2 Major and large-scale development should have a net zero carbon target. The Building Regulations set national energy efficiency standards. Since the adoption of the London Plan in 2021, Part L of the Building Regulations has been updated. The Mayor of London has determined⁷ that major and large-scale developments should seek to achieve net zero carbon and an on-site carbon reduction of at least 35 per cent beyond the 2022 edition of Part L of the Building Regulations. For minor development efforts should be made to make the fullest contribution to minimising carbon emissions and meet a carbon reduction target of at least 6% beyond the latest Building Regulations and demonstrate how the Mayor’s Energy Hierarchy has been used to achieve this. Furthermore, the Delivering Net Zero⁸ report published in 2023 provides evidence to inform future planning policy. Nonetheless the Written Ministerial Statement: Planning – Local Energy Efficiency Standards Update (December 2023) is clear that where policies go beyond current or planned Building Regulations, that those policies should be applied flexibly to decisions on planning applications and appeals where the applicant can demonstrate that meeting the higher standards is not technically feasible, in relation to the availability of appropriate local energy infrastructure (for example adequate existing and planned grid connections) and access to adequate supply chains.</p> <p>10.5.3 Major developments should <u>seek to</u> comply with the Mayor’s Energy Hierarchy <u>as described in London Plan para 9.2.2,</u> and seeking to achieve <u>have</u> reductions in accordance with London Plan Policy SI 2 Minimising Greenhouse Gases <u>where technically feasible.</u> However, this figure is subject to change through the Building Regulations. Developers should utilise the energy hierarchy <u>prioritising the maximisation of energy efficiency through design and building fabric.</u> and <u>Then</u> renewable technologies such as heat pumps and solar panels <u>can be used to further</u> to assist them in meeting these targets and maximising opportunities for onsite electricity and heat production.</p>
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⁷ [Energy Planning Guidance | London City Hall](#)

⁸ [Delivering Net Zero https://www.levittbernstein.co.uk/site/assets/files/4563/delivering_net_zero_-_main_report.pdf](https://www.levittbernstein.co.uk/site/assets/files/4563/delivering_net_zero_-_main_report.pdf)

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		<p><u>10.5.3A To achieve the highest environmental standards and exemplary levels of sustainability, development should seek where technically feasible to meet, and where possible go beyond, the minimum standards set out in development plan policy and the latest guidance at the time of the application, including the Sustainable Design and Development Guidance SPD. In accordance with London Plan Policy SI 2F, development proposals referable to the Mayor of London are required to calculate whole life cycle carbon emissions and demonstrate actions taken to reduce life-cycle carbon emissions. A whole life-cycle approach is needed to capture:</u></p> <ul style="list-style-type: none"> i) <u>unregulated emissions (i.e. those associated with cooking and small appliances),</u> ii) <u>embodied emissions (i.e. those associated with raw material extraction, manufacture and transport of building materials and construction), and</u> iii) <u>emissions associated with maintenance, repair and replacement as well as dismantling, demolition and eventual material disposal.</u> <p><u>10.5.3B Irrespective of whether they are referable to the Mayor, the Council encourages all major developments to undertake whole life-cycle carbon assessments. The approach to whole life-cycle carbon (WLC) emissions assessments, including when they should take place, what they should contain and how information should be reported, is set out in the Mayor’s Whole Life Carbon London Plan Guidance (LPG). Using a template this guidance⁹ explains how to prepare a WLC assessment including how to calculate WLC emissions and the information that needs to be submitted to comply with London Plan policy.</u></p> <p>10.5.4 Major developments should submit energy strategies with planning applications, <u>as set out in London Plan para 9.2.12, to demonstrate how these targets will be met.</u> Guidance on how to prepare energy strategies is available on the Mayor of London’s website. <u>Energy Strategies should include the carbon emission reports as detailed in the Mayor of London’s Energy Planning Guidance.</u> Minor developments should also submit a strategy that is proportional to the development. Further detail is</p>
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⁹ [LPG document template \(green\) \(london.gov.uk\)](https://www.london.gov.uk/development-planning/policies-and-guidance/london-plan-guidance)

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		<p>available in the Council's suite of design guidance SPDs <u>will be provided in the Sustainable Design and Development Guidance SPD.</u></p> <p>10.5.5 Where carbon reduction targets are unable to be met onsite a carbon offset contribution will be sought. The value of the offset contribution will be calculated in accordance with the Mayor of London's price of non-traded carbon per tonne.</p> <p>10.5.6 To enable appropriate assessment of planning applications and <u>ensure</u> that new and refurbished buildings meet the <u>objectives</u> NPPF and London Plan requirements for carbon reduction, applications for development are expected to provide the information detailed in <u>Policies ECC01 and TRC03 Table 16</u> below in accordance with the proposal size.</p> <p>Table 16 Energy use in new buildings requirements</p> <table border="1" data-bbox="300 866 1778 1233"> <thead> <tr> <th data-bbox="300 866 1496 986"></th> <th data-bbox="1496 866 1778 986">Development Scale</th> </tr> </thead> <tbody> <tr> <td data-bbox="300 986 1496 1233"> Proposed development should provide an Energy Assessment which demonstrates compliance with the London Plan energy hierarchy,⁴⁴ 'cooling hierarchy' the London Plan carbon dioxide requirements and where relevant decentralised energy. The Energy Assessment should be completed in accordance with the GLA Energy Assessment Guidance 2020. </td> <td data-bbox="1496 986 1778 1233"> Major, Large scale <hr/> </td> </tr> </tbody> </table>		Development Scale	Proposed development should provide an Energy Assessment which demonstrates compliance with the London Plan energy hierarchy,⁴⁴ 'cooling hierarchy' the London Plan carbon dioxide requirements and where relevant decentralised energy. The Energy Assessment should be completed in accordance with the GLA Energy Assessment Guidance 2020.	Major, Large scale <hr/>
	Development Scale					
Proposed development should provide an Energy Assessment which demonstrates compliance with the London Plan energy hierarchy,⁴⁴ 'cooling hierarchy' the London Plan carbon dioxide requirements and where relevant decentralised energy. The Energy Assessment should be completed in accordance with the GLA Energy Assessment Guidance 2020.	Major, Large scale <hr/>					

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		<p>Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan energy hierarchy. Developments are expected to achieve carbon reductions 6% beyond Part L from energy efficiency measures to reduce energy demand as far as possible.</p>	Minor
		<p>Proposed development to ensure that at least 1 car parking space in 5 (i.e. 20%) is provided with a suitable electrical charging point; with passive provision for the remaining spaces.</p>	Minor, Major, Large scale
		<p>Decentralised Energy (DE)</p>	Major, Large Scale
		<p>Heat risk assessment</p>	Major, Large scale, Minor – where single aspect units are proposed.
		<p>10.6 Barnet’s Existing Building Stock</p> <p>10.6.2 <u>Two-thirds of Barnet’s stationary energy emissions are produced by residential buildings, with industrial and commercial buildings following at a much smaller percentage. Tackling residential emissions should therefore be a priority for the Council.</u>¹⁰ Due to its age Barnet’s housing stock has a relatively high level of carbon emissions. The Council operates a private sector decent homes</p>	

¹⁰ Sustainability Strategy Framework – Report to Policy & Resources Committee – December 9th 2021

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		<p>programme targeted at vulnerable households, which has seen homes provided with measures to reduce fuel poverty, such as insulation, and improvements to heating systems.</p> <p>10.6.3 However, all <u>All of</u> the Borough's existing building stock contains embodied carbon.¹¹ Demolishing and replacing existing buildings requires a reinvestment in embodied energy and other resources. Where possible the reuse of existing buildings should therefore be considered. Research undertaken by Heritage Counts has demonstrated that the sympathetic refurbishment, retrofit and/or conversion of historic buildings can result in lower estimated carbon emissions by 2050 than new builds when taking embodied carbon into account. This provides an important argument for the retention of existing buildings in Barnet, especially its over 670 2,206 Statutorily Listed Buildings entries and 4600 1250 Locally Listed Buildings, as over time these are likely to need refurbishment and /or retrofit to ensure they continue to be fit for use.</p> <p><u>10.6.3A Historic buildings may need bespoke and non-standard interventions to reduce energy consumption and carbon emissions to avoid negative impacts on the architectural or historical significance of the structure. To determine the best interventions an assessment of the building should be undertaken, in line with Historic England's 'whole building approach' as advocated in their suite of technical advice and guidance on improving the energy efficiency of historic buildings¹¹, to identify what aspect(s) of the building requires intervention to improve its energy and carbon performance. Once the areas for improvement are identified then the applicant can work with Council officers and Historic England to determine the best intervention(s) to improve the building's performance whilst ensuring, in accordance with Policy CDH08, that the integrity and significance of the building is retained.</u></p> <p>10.7 Choosing Sustainable Locations for Development</p>
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¹¹ [Energy Efficiency and Historic Buildings | Historic England](#)

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10.7.1 The location of development and the mix of land uses have a significant effect on the amount of natural resources used for transport and energy for heating and cooling. Policies BSS01 and GSS01 aim to make the best use of previously developed land which can be planned at higher densities and in accessible town centres. These areas will offer exemplary sustainable locations and furthermore, will be planned so as to include the high standards of design and construction as to be set out in the Sustainable Design and Development Guidance SPD. ~~Council's suite of design guidance SPDs.~~

10.7.2 There is a variety of measures which developers can incorporate into their developments to make them more sustainable for example the use of sustainable materials, passive house solar design, natural ventilation, green and brown roofs, sustainable drainage systems and rainwater systems. Greater detail on these measures ~~can will be found provided~~ in the Sustainable Design and Development Guidance SPD ~~Council's suite of design guidance SPDs~~ together with the Green Infrastructure SPD. The greening of the built environment provides a significant contribution to climate change mitigation and adaptation. Barnet's green areas contribute to urban cooling and act as Barnet's 'green lungs'. Trees, other green vegetation and soils can act as carbon reservoirs, absorbing and storing carbon over long periods of time. Through measures such as the Urban Greening Factor (London Plan policy G5) and those outlined in the Green Infrastructure SPD, the Council can enhance Barnet's network of green spaces, better understand the ecosystems within the Borough and how these can contribute to reducing the urban heat island effect, and thereby improving resilience to climate change.

10.7.3 Barnet values the services trees offer the Borough not only for the amenity and habitat value they provide but also for their ability to assist ~~the Borough~~ in managing the heat island effect and improving air quality. ~~this~~ This is set out and explained in the Barnet Tree Policy document together with Local Plan Policies CDH07, ECC04 and ECC06 and supporting text; and the London Plan in particular policies G5 Urban Greening and G7 Trees and Woodlands. Barnet has the ambitious target of planting 900 trees per annum. Any loss of trees ~~or greenspace for private development~~ of value will need to be replaced, or

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		<p><u>contributions will need to be made towards tree planting elsewhere will therefore, in accordance with Policies CDH07 and ECC06 (in respect of Biodiversity Net Gain), need to be adequately compensated.</u></p> <p>10.7.4 Other issues that have arisen as buildings have become more heat efficient are the internal air quality and buildings overheating. Overheating has become a significant problem in London due to the higher average temperatures and extreme weather events combining with the urban heat island effect. <u>Part O of the Building Regulations 2021 and London Plan Policy policies SI 4 and D6 of the London Plan addresses this issue, and provides a cooling hierarchy for development as part of their required Energy Strategy.</u> An assessment of heat risk and how a proposed development will manage heat risk should accompany major <u>applications</u> for both non residential and residential development <u>as part of energy strategies</u>; minor applications should also undertake this assessment if there are single aspect units proposed. Guidance on producing overheating reports is provided by the Chartered Institute of Building Services Engineers.</p>
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MM 65	<p>Chapter 10 Environment & Climate Change</p> <p>Policy ECC02 And consequential changes to supporting text</p> <p>Paras 10.9.1A, 10.9.2 to 10.9.9, Tables 15 & 16 (as renumbered), 10.11.1, 10.11.1A & 10.12.1</p>	<p>Policy ECC02: Environmental Considerations</p> <p>The Council <u>will seek opportunities to improve air quality and mitigate impacts from pollutants.</u> expects <u>Accordingly, development proposals will be expected to ensure that :</u></p> <p><u>A. a) to improve air quality and ensure</u></p> <ul style="list-style-type: none"> <u>a. i. new areas exceeding air quality limits are not created or, where there is a localised source of air pollution currently exceeding legal limits, development does not delay when compliance will be achieved. is designed and sited to reduce exposure to air pollutants.</u> <u>b. ii. that the development, taking account of the cumulative impacts from sites in the local area, is not contributing to a further deterioration of existing poor air quality, nor creating an unacceptable risk of high levels of exposure to poor air quality, providing air quality assessments where appropriate.</u> <u>c. iii. that where it is demonstrated that on-site provision is impractical or inappropriate and air quality neutrality is not achieved then proportionate, off-site measures to</u>
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improve local air quality should be considered, provided that equivalent air quality benefits can be demonstrated. Where such measures are insufficient or not possible a Marginal Abatement Cost payment will be secured through a planning obligation s106.

B. ~~b)~~ to avoid generation of unacceptable noise levels close to noise sensitive uses. Proposals to locate noise sensitive development in areas with existing high levels of noise will not be permitted without satisfactory measures to mitigate noise impacts through design, layout, and insulation. Detailed guidance covering these matters will be as set out in the Council's Sustainable Design and Development Guidance suite of design guidance SPDs. The Council will apply the Agent of Change principle in accordance with London Plan Policy D13.

C. Development should ~~provide Air Quality Assessments and Noise Impact Assessments in accordance with the relevant requirements of Tables 15 and 16- together with and have regard to the Sustainable Design and Development Guidance SPD~~ Barnet's suite of design guidance SPDs.

D. Proposals on land which may be contaminated should be accompanied by an investigation to establish the level of contamination in the soil and/or groundwater/surface waters and identify appropriate mitigation and remediation opportunities to be incorporated into the development proposal. Development which could adversely affect the quality of groundwater will not be permitted.

E. Proposals for Notifiable Installations or developments near to existing Notifiable Installations will only be permitted provided that:

- a) ~~i.~~ There is no unacceptable risk to an individual's health and safety; and
- b) ~~ii.~~ There will be no significant threat to environmental quality.

F. All developments, where relevant, should comply with the Considerate Constructors Scheme and ~~comply to~~ the terms of their Demolition and Construction Management Plan which

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includes further mitigation measures. Demolition and Construction Management Plans may be conditioned where necessary.

G. To limit adverse impacts from artificial light:

a) Proposals that include flood lighting or external lighting must mitigate the potential impacts from such lighting, and will need to submit details demonstrating that external lighting is appropriate for its purpose; and

b) Proposals must be designed to minimise the impact of light pollution on nearby occupiers (including light spill from inside tall buildings) and natural habitats and biodiversity, including watercourses. Details of management of light spill from internal sources should be submitted with applications.

H. Odour emitting businesses, such as restaurants, should install flues or other extraction systems; these should be located and designed appropriately to take into account the uses and amenity of nearby properties, the character and appearance of the area and the significance of heritage assets.

10.8 Environmental Considerations

10.9 Air, ~~and Noise~~ and Light Pollution

10.9.1A Odour can also form a type of air pollution and be considered a statutory nuisance where the odour is emanating from a business e.g. restaurant or agricultural use. The Council's Environment Health service seeks to manage odours across the Borough; businesses that emit odours such as restaurants are required to install a flue, or other extraction systems, to direct smells away from local residents and other neighbouring occupiers, as far as reasonably possible. Such flues should be located

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		<p><u>appropriately on the building and designed sensitively, especially if the premises are located in a listed building or within a Conservation Area.</u></p> <p>10.9.2 All major and large scale developments proposals are required to submit an Air Quality Assessment with planning applications and designs for any necessary mitigation proposals. Whilst a minor development may not necessarily have an impact on local air quality, there is still a need for an assessment for an indication of exposure where air pollution may be a problem. Therefore, where characteristics of the development or local features raise concerns about air quality an Air Quality Assessment may also be required for minor developments, as set out in Table 15. The justification for this is related to current practice, the number of Air Quality Focus Areas in Barnet and the need to ensure the future health of residents. This also applies to minor development for proposals within areas of poor air quality or where development could potentially cause significant harm to air quality.</p> <p><u>10.9.3 All development proposals must be at least Air Quality Neutral. Guidance on achieving this is set out in the Air Quality Neutral London Planning Guidance¹². Applications for major developments will need to include an air quality neutral assessment in accordance with the latest GLA air quality neutral guidance. This will enable the Council to</u> shall <u>assess the emissions of the proposed development (buildings and transport) and either compare them to benchmarks or, in the absence of a suitable benchmark, against the previous use. If the benchmark is exceeded, or there is an increase in emissions from the previous use, then further on-site mitigation measures should be explored. or Any abatement measures should be effective for the pollutant and the cost proportional to the size of the exceedance. Where emissions need to be reduced to meet the requirements of Air Quality Neutral, or to make the impact of development on local air quality acceptable, this should be achieved on-site. Where it can be demonstrated that emissions cannot be further reduced on-site, off-site measures to improve local air quality may be acceptable provided that equivalent air quality benefits can be demonstrated within the area affected by the development. In these circumstances a proportional Marginal Abatement Cost</u></p>
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¹² Air Quality Neutral London Planning Guidance

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		<p>(MAC) will be necessary. The abatement measures may be on or off site. If offsite, a payment for the measures could be secured using a Section 106 agreement if the developer is not going to deliver them. The abatement measures should be effective for the pollutant and the cost be proportional to the size of the exceedance. If the abatement measures are insufficient or not possible then a MAC payment will be sought, this <u>A MAC payment</u> will be calculated using the current value or cost for each tonne of the pollutant above the benchmark using the GLA guidance and the DEFRA Air quality appraisal: damage cost guidance⁴⁹. This will be secured through a <u>planning obligation in a legal agreement</u>.s106 obligation.</p> <p>10.9.4 <u>Delivery of an air quality positive approach will be project specific and reliant on the opportunities on site or in the surrounding area to improve air quality. For Large scale development (over 150 units), the site will need to show that it is air quality positive; guidance relating to the air quality positive approach and the types of development to which this is applicable is set out in and provide assurance through an Aq positive statement at the initial stage of the application in accordance with the GLA's Air Quality Positive (AQP) London Plan Guidance</u>¹³.</p> <p>10.9.5 This method shall <u>will</u> ensure that poor air quality in Barnet does not deteriorate further as a result of development.</p> <p>10.9.6 Developers are also encouraged to consider how the design of public realm and planting schemes can benefit air quality in and around a development.</p> <p>10.9.7 Table 47 <u>15</u> below provides information on the requirements for relating to a <u>Air qQuality and associated matters. Assessment and Guidance</u> on the level of detail required <u>and further guidance advice on air quality is</u> will be provided in the Sustainable Design and Development Guidance SPD. <u>Council's suite of design guidance SPDs.</u></p>
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¹³ Air Quality Positive London Plan Guidance

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		<p>Table 17 <u>15</u> Air quality <u>and dust emissions</u> requirements</p> <table border="1"> <thead> <tr> <th data-bbox="300 344 1200 453"></th> <th data-bbox="1200 344 1529 453">Development scale</th> </tr> </thead> <tbody> <tr> <td data-bbox="300 453 1200 1118"> <p>Where development could potentially contribute to a worsening of local air quality an air quality assessment is required.</p> </td> <td data-bbox="1200 453 1529 1118"> <p>Minor <u>where the development is proposed in either areas of poor air quality or where there is a significant risk that development will fail to satisfy the requirements of London Plan Policy SI 1(B1).</u> Major, Large scale with the potential to increase and/or change road traffic, Commercial or industrial use requiring environmental permitting⁵⁰; and Development proposing a Combined Heat and Power plant or biomass boiler.</p> </td> </tr> <tr> <td data-bbox="300 1118 1200 1316"> <p><u>All development proposals must be at least air quality neutral. Developers are to design their schemes so that they meet having regard to the Air Quality Neutral emission benchmarks for Buildings and Transport as set out in Mayor of London Guidance. Large scale developments will need to adopt an air quality positive approach.</u></p> </td> <td data-bbox="1200 1118 1529 1316"> <p><u>All development proposals. major and large scale developments</u></p> </td> </tr> </tbody> </table>		Development scale	<p>Where development could potentially contribute to a worsening of local air quality an air quality assessment is required.</p>	<p>Minor <u>where the development is proposed in either areas of poor air quality or where there is a significant risk that development will fail to satisfy the requirements of London Plan Policy SI 1(B1).</u> Major, Large scale with the potential to increase and/or change road traffic, Commercial or industrial use requiring environmental permitting⁵⁰; and Development proposing a Combined Heat and Power plant or biomass boiler.</p>	<p><u>All development proposals must be at least air quality neutral. Developers are to design their schemes so that they meet having regard to the Air Quality Neutral emission benchmarks for Buildings and Transport as set out in Mayor of London Guidance. Large scale developments will need to adopt an air quality positive approach.</u></p>	<p><u>All development proposals. major and large scale developments</u></p>
	Development scale							
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		<u>Demonstrating an air quality positive approach.</u>	<u>Large scale developments.</u>	
		Developers shall select plant that meets <u>has regard to</u> the standards for emissions from combined heat and power and biomass plants set out in <u>Mayor of London's Energy Assessment Guidance, Appendix 7 of the Mayor of London's Sustainable Design and Construction SPG</u>	Mixed user major and large-scale development proposing a Combined Heat and Power Plant or biomass boiler.	
		Proposals may be required to demonstrate how the development is designed to reduce people's exposure to air pollutants to acceptable levels through an air quality assessment. <u>Provide a Demolition and Construction Management Plan to include details on impacts of development and nuisance and how this will be mitigated.</u>	Minor, Major, Large scale. Some Householder applications may also need to provide a <u>Plan dependent on the scale of works proposed and location of the property.</u>	
		Restaurants or other odour emitting premises will be required to locate flues appropriately to avoid nuisance to neighbouring occupiers.	All Class E(b), restaurants, takeaways and other odour emitting businesses and services.	
		Developers should comply with <u>have regard to</u> the minimum standards on construction dust management that are detailed in the Mayor of London's Control of Dust and Emissions During Construction and Demolition SPG. <u>Where necessary</u> providing an Air Quality and Dust Risk Assessment and where necessary an Air Quality and Dust Management Plan.	Minor, Major, Large scale	
		Non-Road Mobile Machinery used on construction sites should meet Stage IIIA of EU Directive 97/68/EC and its subsequent amendments as a minimum. Details should be registered at www.nrmm.london/register .	Minor, Major, Large scale	

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		<table border="1" data-bbox="300 245 1529 438"> <tr> <td data-bbox="300 245 1200 438"> <u>Developers should demonstrate compliance with the Considerate Constructors Scheme and Control of Asbestos Regulations. All development proposals on sites that would create impacts will be conditioned through a Demolition and Construction Management Plan to demonstrate compliance with current best practice guidance.</u> </td> <td data-bbox="1200 245 1529 438"> <u>Minor, Major, Large scale</u> </td> </tr> </table> <p data-bbox="300 480 1727 1050"> 10.9.8 Persistent and intermittent noise <u>and vibration</u> from sources such as transport, movements, commercial usage, mechanical plant and construction as well as people can undermine quality of life. The Council will take into account noise <u>and vibration</u> considerations when assessing development proposals. In accordance with the Agent of Change principle as set out in London Plan Policy D13, the Council will also take account of existing noise-generating use in a sensitive manner when new development, particularly residential, is proposed nearby. Agent of Change places responsibility for mitigating the impact of noise firmly on the design of the new development. This also applies to new noise generating development. Consistency with the Mayor's Ambient Noise Strategy as a reference source for understanding noise and identifying best practice will be an important material consideration. The Council will require Noise Impact Assessments for developments likely to generate or be exposed to significant noise. Overheating and air quality requirements will be taken into account when determining internal noise levels where appropriate. All reports are advisable at application stage but are otherwise conditioned. Table 18 below provides information on when noise assessments are required, further guidance on noise quality is provided in the Council's suite of design guidance SPDs. </p> <p data-bbox="300 1091 1769 1361"> <u>10.9.8A In assessing development proposals the Council will ensure compliance with the NPPF, the Noise Policy Statement for England and have regard to relevant best practice guidance from government, industry and professional institutions. This includes the Noise chapter of the Planning Practice Guidance, the Professional Planning Guidance on Planning and Noise (2017) and British Standard BS: 8233 Guidance on sound insulation and noise reduction for buildings (2014). Noise assessments (for developments likely to generate or be exposed to significant noise and /or vibration) may be required before an application is determined, so that all impacts are assessed in order to ensure</u> </p>	<u>Developers should demonstrate compliance with the Considerate Constructors Scheme and Control of Asbestos Regulations. All development proposals on sites that would create impacts will be conditioned through a Demolition and Construction Management Plan to demonstrate compliance with current best practice guidance.</u>	<u>Minor, Major, Large scale</u>
<u>Developers should demonstrate compliance with the Considerate Constructors Scheme and Control of Asbestos Regulations. All development proposals on sites that would create impacts will be conditioned through a Demolition and Construction Management Plan to demonstrate compliance with current best practice guidance.</u>	<u>Minor, Major, Large scale</u>			

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		<p><u>that appropriate mitigation is designed in at an early stage. Such assessments should include how any identified risks and impacts will be minimised including specific details on how the intended measures will mitigate issues between source and receptor as described in Table 16.</u></p> <p><u>10.9.8B A complete Noise Assessment will be required for sensitive development that is likely to be exposed to significant noise and/or vibration, or a development that causes noise and/or vibration impacts. With regards to noise, a sensitive development would include all residential uses, including care homes and residential schools, and certain non-residential uses where future occupants could be sensitive to noise and vibration such as schools and hospitals. In the latter case, the reports are not assessed by the Council.</u></p> <p><u>10.9.9 While artificial lighting has an important role for community and traffic safety and allowing many commercial and recreational activities to occur after dark, inappropriate lighting can be a cause of nuisance. Light pollution can have a significant adverse effect on residential amenity, natural environments and wildlife (as acknowledged in NPPF para 185). Light pollution is defined as being any light emitting from artificial sources (both external and internal) into spaces where this light is unwanted, such as spillage of security lights surrounding car parking areas into residential accommodation, especially bedrooms, where this causes inconvenience to their occupants, or along river corridors where it can impact feeding patterns of bats. Developers should employ design solutions and the latest guidance from the Institution on Lighting Professionals¹⁴. Such solutions could include screening, shielding, managing installation height, and limiting operating hours of the light source. The visual impact of light fittings should also be considered. The Council will require design and details for all the lighting equipment to be used, with full technical specifications and proposed operating hours, to be submitted at planning application stage in order to properly assess the impacts of the lighting proposed. Further</u></p>
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¹⁴ [Guidance Note 1 for the reduction of obtrusive light 2021 | Institution of Lighting Professionals \(theilp.org.uk\)](https://www.theilp.org.uk/guidance-note-1-for-the-reduction-of-obtrusive-light-2021)

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		<p><u>details on managing light pollution will be provided in the Sustainable Design and Development Guidance SPD</u></p> <p>Table 18<u>16</u> Noise and Vibration Standards quality requirements</p> <table border="1"> <thead> <tr> <th></th> <th>Development Scale¹⁵</th> </tr> </thead> <tbody> <tr> <td>To help consider noise at a site at an early stage an initial noise risk assessment should assess the Noise Risk Category of the site to help provide an indication of the likely suitability of the site for new residential development from a noise perspective.</td> <td>Minor, Major, or Large scale developments</td> </tr> <tr> <td>A Noise Impact Assessment is required for proposed residential development which is likely to be exposed to significant noise and/or vibration or cause a noise and/or vibration impact. For all noise sensitive and noise creating developments the Council will refer to the standards set out for internal and external noise levels in BS8233 (2014) and to the approach of BS4142:2014 (2019). <u>As well as the Noise chapter of the PPG. Such assessments should be provided at application stage for sites where the noise impact is high.</u></td> <td>Minor, Major, or Large scale developments</td> </tr> <tr> <td>The adverse <u>risks and impacts</u> of noise should be minimised, using measures at source or between source and receptor (including choice and location of plant or method, layout, screening and sound absorption) in preference to sound insulation at the receptor, wherever possible.</td> <td>All development</td> </tr> </tbody> </table>		Development Scale ¹⁵	To help consider noise at a site at an early stage an initial noise risk assessment should assess the Noise Risk Category of the site to help provide an indication of the likely suitability of the site for new residential development from a noise perspective.	Minor, Major, or Large scale developments	A Noise Impact Assessment is required for proposed residential development which is likely to be exposed to significant noise and/or vibration or cause a noise and/or vibration impact. For all noise sensitive and noise creating developments the Council will refer to the standards set out for internal and external noise levels in BS8233 (2014) and to the approach of BS4142:2014 (2019). <u>As well as the Noise chapter of the PPG. Such assessments should be provided at application stage for sites where the noise impact is high.</u>	Minor, Major, or Large scale developments	The adverse <u>risks and impacts</u> of noise should be minimised, using measures at source or between source and receptor (including choice and location of plant or method, layout, screening and sound absorption) in preference to sound insulation at the receptor, wherever possible.	All development
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The adverse <u>risks and impacts</u> of noise should be minimised, using measures at source or between source and receptor (including choice and location of plant or method, layout, screening and sound absorption) in preference to sound insulation at the receptor, wherever possible.	All development									

¹⁵ Most minor sites do not need these assessments however a site might be considered appropriate if it is an extremely noise site, for example, adjacent to one of Barnet's very busy 'A' roads or adjacent to noisy commercial usage such as a nightclub. Each application is assessed uniquely.

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		<p>Any proposed <u>external plant and machinery</u> shall be operated so as to ensure that any noise generated is at least 5dB(A) below the background level, as measured from any point 1 m outside the window of any room of a neighbouring residential property. An extra 5dBA penalty is added if the noise has any characteristic features. Plant should also be installed to ensure that no perceptible noise or vibration is transmitted through the structure to adjoining premises.</p> <p>All development with <u>external plant and machinery or activity</u> <u>plant</u> which potentially has an <u>external</u> noise impact</p> <p>10.11 Notifiable Installations</p> <p>10.11.1 There is one Notifiable Installation within Barnet, the New Barnet (<u>Gas</u>) Holder Station. This facility is identified because of the large quantities of hazardous substances <u>historically stored, used or transported on site. Considerable care is required when decommissioning Gas Holders that have both above and below ground structures that require demolition and removal from site. Gas holders, even when no longer in use, can contain contaminated water, oil, organic material and other hazardous waste all of which must be disposed of in accordance with Health and Safety Executive (HSE) and Environment Agency requirements. Even once demolished the soil can contain high levels of contaminants that can impact negatively on human health and environmental quality, such as leachates entering the water table and/or water courses and/or impacting on the ability of vegetation to successfully establish and biodiversity to flourish. Due to the level of ground contamination that occurs on gas holder sites, any application to develop the site should demonstrate that the soil has been remediated to a high standard, that it is now fit for human occupation and does not pose a significant threat to environmental quality. "Environmental quality" in this context means water quality and/ or the quality of vegetation and biodiversity.</u></p> <p><u>10.11.1A</u> A proposal for redevelopment of the New Barnet Holder Station (Site 21) is in the Schedule of Proposals (Annex 1). Where development is proposed <u>at or</u> near this installation, the Council will seek the advice of the Health and Safety Executive (HSE) on the potential risk to health and safety of people</p>
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		<p>occupying the proposed development. <u>Until safely remediated it</u> it will be necessary to keep sensitive development, such as housing, schools or hospitals, at a safe distance from this Notifiable Installation.</p> <p>10.12 Construction</p> <p>10.12.1 Building works can be hugely disruptive and cause nuisance in terms of air quality, noise and vibration. They also make a significant contribution to air pollution raising levels of fine particulate matter (PM₁₀ and 2.5). <u>Developers should therefore comply with the minimum standards on construction dust management that are detailed in the Mayor of London’s Control of Dust and Emissions During Construction and Demolition SPG, and Non Road Mobile Machinery (NRMM) used on construction sites, meeting Stage IIIA of EU Directive 97/68/EC and its subsequent amendments as a minimum. Details should be registered on the NRMM Register at www.nrmn.london/register. In addition, traffic management, storage and waste can also be problematic. Therefore, all developments should demonstrate compliance with the Considerate Constructors Scheme and Control of Asbestos Regulations.</u> In addition, a <u>All sites with the potential for any of these impacts are conditioned through a Demolition and Construction Management Plan to demonstrate compliance with current best practice guidance, including where necessary, an Air Quality (Dust) risk assessment and a resultant Air Quality and Dust Management Plan. These are referred to in the Mayor’s Control of Dust and Emissions During Construction and Demolition SPG.</u></p>
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MM 66	Chapter 10 Environment & Climate Change Policy ECC02A And consequential	<p>Policy ECC02A Water Management Policy</p> <p>The Council will seek to ensure:</p> <p><u>A. Flood risk</u></p> <p>The Council will seek to ensure that:</p>
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changes to supporting text Paras 10.13.6 to 10.13.11, Table 17 (as renumbered) 10.14.3, 10.14.5, Table 20, 10.15.1 to 10.15.3D, 10.15.6 & 10.15.8		<p>a) <u>Development proposals are located in areas at lowest risk of flooding from any source. This will be assessed at planning application stage through the application of the sequential test (except for minor development and some changes of use¹⁶). If it is not possible for development to be located in areas with a lower risk of flooding (taking into account wider sustainable development objectives), including on sites allocated in the Plan that have already been subject of the sequential test, the exception test referred to in Table 17 may be applied in line with the Flood Risk Vulnerability Classification set out in Annex 3 of the NPPF.</u></p> <p>ba) That dDevelopment <u>ensures that flood risk is not increased elsewhere and where possible, delivers a positive reduction in flood risk, from all sources, on and off-site, by demonstrably giving sufficient consideration to this issue from the design stage and during the pre-application process.</u></p> <p>bc) That dDevelopment <u>complies with Table 49 17 and that:</u> any flood defences are maintained, repaired, <u>improved</u> or replaced as appropriate, and realigned or set back where possible to provide amenity and environmental enhancements <u>and maintained in working order for their lifetime having regard to climate change;</u> and land adjacent to flood defences is protected in order to allow <u>space for flood water in the event of a breach, future improvement and replacement of defences, the introduction of natural flood management techniques</u> and provision of public amenity <u>space</u> and biodiversity <u>enhancements.</u>;</p> <p>e)d) A <u>site-specific</u> Flood Risk Assessment is undertaken in consultation with the Environment Agency (if applicable) or Lead Local Flood Authority if it is:</p> <ul style="list-style-type: none"> i A development site over 1 hectare or greater in size within Flood Zone 1. i. A site within Flood Zones 2 or 3. iii. A <u>non-householder application on a site within 1% AEP (Annual Exceedance Probability) plus 70% climate change fluvial flood extent and/or the 0.1% AEP RoFSW (Risk of Flooding from Surface Water) flood extent.</u>
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¹⁶ This includes householder development, small non-residential extensions (with a footprint of less than 250m²) and changes of use; except for changes of use to a caravan, camping or chalet site, or to a mobile home or park home site, where the sequential and exception tests should be applied as appropriate.

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iv. Within an identified Critical Drainage Area.

v. Where a site may be subject to a source of flooding other than from rivers and its development would introduce a more vulnerable use.

~~d)-e)~~ Where development impacts flood defences and / or rivers and waterways, and this is not appropriately mitigated for, applicants ~~are~~may be required to make a financial contribution to the Council and / or agree off-site provision via planning obligations.

~~Ef)~~ Proposals for vulnerable uses and sleeping accommodation are located away from areas of high flood risk or fluvial 1 in 100 plus climate change flood level.

~~Fg)~~ Where appropriate developers ~~should~~ contribute to the projects set out in the relevant Catchment Partnership Management Plans ~~for the development.~~

B. Surface water management

~~g)-a)~~ With regard to sustainable drainage, development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible and in accordance with the drainage hierarchy outlined in All major development incorporates sustainable drainage systems (SuDS) into proposals, and manage surface water run-off to achieve greenfield run-off rates where feasible and in line with the London Plan Policy SI 13 (part B).
~~drainage hierarchy.~~

~~h).b)~~ Proposals for minor and householder development incorporate SuDS where ~~necessary~~applicable. In accordance with London Plan Policy SI 13, SuDS should be green, provide multiple benefits, such as biodiversity and integrate into the Green Infrastructure network.

~~i)-c)~~ Development proposals incorporating SuDS will need to include provision for management and maintenance plans for the proposed SuDS where relevant through with appropriate planning conditions or obligations ~~contributions made to the Council where necessary.~~

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~~j) d) Any development in a Critical Drainage Area demonstrates that runoff rates Meet greenfield (or lower) run-off rates.~~

C. Water Infrastructure

~~k) a) Major development proposals will be required to evidence how solutions to water capacity issues will be delivered in a timely manner. This should include demonstrating~~ at application stage that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve the development, taking into consideration the cumulative impact of current and proposed development. Should there be capacity issues resulting from development, that these can be addressed through upgrades of the sewerage network; developers are required to demonstrate how ~~these~~ such appropriate solutions will be delivered at the time of commencement of development.

~~l) b) Development proposals should minimise the use of mains water incorporating demonstrate compliance with water efficiency measures standards set out in London Plan Policy SI 5. Table 20.~~

D. Water Courses

~~m) a) Development proposals adjacent to a river corridor are expected to on or close to controlled watercourses naturalise the water course and ensure an adequate buffer zone of at least 10 metres (which should be wider greater if a tall building is being proposed) between the top of the closest bank of the water course and the built edge of the development and enable public accessibility. Buffer zones should include the creation of the appropriate riparian habitat and native planting and have a management plan to ensure long term biodiversity gains. The naturalisation of river courses is encouraged and where necessary contributions towards river restoration and de-culverting will be required. expected.~~

~~n) b) Buildings are not sited over the top of new or existing culverts/ ordinary watercourses.~~

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c) All applications for sites adjacent to a river corridor should be accompanied by an assessment of impacts (including cumulative impacts) of the development on the riverine environment and wildlife

10.13 Flood and Water Management

10.13.6 In order to meet the challenges of climate change and urbanisation, Barnet has developed in partnership with other West London Boroughs a Level 1 Strategic Flood Risk Assessment (SFRA). A Level 2 SFRA has also been undertaken for ~~48~~ 15 of the sites ~~allocated~~ identified in Annex 1 of this Plan. These complement the Barnet Local Flood Risk Management Strategy (LFRMS) 2017. Together these documents provide guidance for flood risk assessment, inform development proposals as set out in Annex 1 and outline the requirements for site-specific Flood Risk Assessments (FRAs) to be carried out by developers across the Borough.

10.13.7 The NPPF Sequential Test (~~paras 155 to 165~~) should be applied in order to steer new development to areas with the lowest flood risk. The West London SFRA identified fluvial flooding from Dollis Brook, Silk Stream, Pymmes Brook and their associated tributaries as the primary source of fluvial flood risk. The LFRMS identifies 33 Critical Drainage Areas (CDAs) that are the areas within Barnet which are considered to be at the highest risk of surface water flooding. Within these CDAs there are over 18,700 residential properties and 731 non-residential properties. These CDAs have also been ranked and a series of local objectives, measures and actions provided as to how Barnet intends to deliver effective flood risk management. Planning is identified as having an important role to ensure development manages risks appropriately and encouraging surface water management.

~~10.13.8 To ensure these risks of flooding are managed appropriately, the requirements of the NPPF and PPG are met in regards to steering development away from flood prone land, and the predicted impact of climate change is properly acknowledged in the management of flooding across the Borough, an additional layer of flood risk has been introduced to assist developers and planners in assessing the flood risk for sites. The extent of the additional layer of flood risk has been identified using 1% AEP51~~

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		<p>plus 70% climate change fluvial flood extent and the 0.1% AEP RoFSW₅₂ flood extent. Fluvial flood extents include the River Brent, Silk Stream, River Lee and their tributaries. If a proposed site is within these flood extents, then a site-specific Sequential Test and a site-specific Flood Risk Assessment will be required</p> <p>10.13.9 In 2015, the Lead Local Flood Authority (LLFA) was made a statutory consultee in planning for all major developments in relation to the management of surface water drainage. As part of this responsibility, the Council is required to ensure that sustainable drainage systems are put in place in accordance with Sustainable Drainage Systems: Non-Statutory Technical Standards. Further guidance on the use of Sustainable Drainage Systems (SuDS), is <u>will be</u> set out in the Council's suite of design guidance SPDs <u>Sustainable Development and Design Guidance SPD</u>, including when minor and household development should incorporate SuDS. All major developments are required to complete a SuDS Assessment. <u>It will be necessary for minor and householder development to incorporate SuDS where there is an increase in either site coverage or the level of impermeable surfaces; minor development should also demonstrate how the development proposes to incorporate sustainable drainage to ensure that the proposal does not create or exacerbate drainage issues on-site or in the area.</u></p> <p>10.13.10 The drainage strategy should aim to achieve greenfield runoff rates (via proposed SuDS measures) and ensure that surface water runoff is managed as close to the source as possible. Preference should be given to on-ground sustainable drainage features, <u>with all</u> SuDS aiming to achieve wider ecology and biodiversity benefits. <u>be multi-functional, employ nature based techniques, and provide multiple benefits, such as biodiversity; and integrate into the Green Infrastructure network. The Drainage Strategy should also include how any SuDS are to be managed and maintained with, if necessary, a</u> Section 106 <u>planning obligation / legal agreement made with the Council.</u></p>
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10.13.11 As part of Barnet's Network Recovery Programme (NRP), tree planting using flexible porous surface material has increased water holding capacity of street tree pits, these can now hold significant quantities of flood water. Adoptable road creation on new large-scale development⁵² presents opportunities to create SuDS and swales around tree and verge planting. ~~Table 19 17~~ sets out when sequential tests are required and the expectations ~~in regard~~ing to SuDS for differing types of development. Due regard should be made to the Sustainable Design and Development Guidance and Green Infrastructure SPDs for further Further guidance on flooding and water management is provided in the Council's suite of design guidance SPDs.

Table ~~19~~ 17 Flood risk, sustainable urban drainage requirements

	Development Scale
Proposed development will need to demonstrate application of the sequential test and exception test where inappropriate ⁵⁴ development is proposed in areas of flood risk ^{55,56} .	<u>Minor</u> , Major and large scale
Proposed development will need to provide a Flood Risk Assessment on the known flood risk potential from all sources of flooding including surface water ⁵⁷ to the planning application site, the risk to others, how it will be managed and taking climate change into account.	All development over 1 hectare in Flood Zone 1 <u>All d</u> Development in Flood Zone 2 & 3 ⁵⁸ All non householder development in the 1% AEP plus 70% climate change fluvial flood extent and or the 0.1% AEP RoFSW flood extent.
Developments will be required to demonstrate how they have considered the London Plan drainage hierarchy (Policy SI 13 Sustainable Drainage) and achievement of aim to achieve a maximum runoff rate which is equivalent to greenfield run-off rates (typically 2 litres per second hectare). The Barnet LLFA pro-forma detailing SuDS strategy should be submitted with the application.	Major, Large scale

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		<p><u>Prior to submitting a planning application d</u>Developers should <u>are strongly encouraged to consult with Thames Water and /or Affinity Water to confirm that there is capacity in the water and/or wastewater networks and that their scheme will not increase the risk of sewer flooding to other properties.</u> <u>Confirmation of communication and infrastructure capacity</u> Pre-planning enquiries (including lack of sewer flood risk capacity confirmation) and any agreed draft Section 106 planning obligations / legal agreements approvals with between Thames Water <u>and/or Affinity Water and the developer that may result from the pre-application discussions</u> should be submitted with planning applications.</p>	<p>Minor, Major, Large scale</p>
		<p>Where planning permission is required for hard surfacing porous materials should normally be used.</p>	<p>Householder, Minor, Major, Large scale</p>
		<p><u>Where a development proposal will result in an increase of land covered by impermeable surfacing or alter the drainage pattern, SuDs should be incorporated to ensure neighbouring properties are not impacted.</u></p>	<p><u>Minor and Householder</u></p>
		<p>10.14 Water Supply and Quality</p> <p>10.14.3 The Council works collaboratively with water companies to deliver adequate water and wastewater infrastructure to serve all new developments. Developers are encouraged to contact the water/ wastewater company as early as possible to discuss proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. <u>Thames Water encourages developers to use their free pre-planning service to help identify capacity in Thames Water and/or wastewater networks that serve their development.</u> Where an infrastructure capacity constraint has been identified the Local Planning Authority will consider applying phasing conditions to ensure the timely delivery of infrastructure upgrades. All developments are expected to demonstrate that the water efficiency standards set out in Table 20 <u>London Plan Policy SI 5</u> have been met by submitting a water efficiency calculator report with planning applications.</p>	

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10.14.5 Barnet's three designated water bodies under the Water Framework Directive (WFD) are: the Silk Stream and Edgwarebury Brook; the Dollis Brook and Upper Brent; and the Pymmes Brook upstream Salmon Brook confluence. These are all classified as having moderate ecological potential, with water body objective potential for good status by 2027 according to the 2019 WFD Classification. The Council will work with the Environment Agency and developers to achieve the potential of Barnet's water courses being classified as 'good ecological potential'. This may involve reducing levels of urban runoff and removing invasive species from the water courses. New development must be efficient in using water, seeking wherever possible to reduce consumption as set out in London Plan Policy SI 5 Table 20. This can be achieved through grey water systems and rainwater harvesting. Further details on recommended technologies ~~are~~will be set out in the Sustainable Design and Development Guidance Council's suite of design guidance-SPDs.

Table 20 Water efficiency requirements

	Development Scale
New dwellings should be designed to ensure that a maximum of 105⁵⁹ litres of water is consumed per person per day. To be demonstrated through a water efficiency calculator report.	Minor, Major, Large scale
Commercial development is required to achieve a BREEAM 'excellent' rating for water efficiency in accordance with Policy SI 5 Water Infrastructure of the London Plan.	Retrofit and New

10.15 Watercourses

10.15.1 Barnet's rivers have been hugely altered from their natural state. Culverting of watercourses can exacerbate flood risk, increase maintenance requirements, and destroy wildlife habitats. Hence, the Council strongly discourages any proposals that include any new additional culverting of the

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		<p>watercourses and <u>will</u> only considers it; if alternative options have been explored and there is no reasonably practical solution. Wherever possible, rivers and watercourses should be de-culverted and restored to a more natural state in order to improve biodiversity and help reduce the speed of run off. <u>However, such actions should not increase flood risk.</u> Buildings should not be sited over the top of new or existing culverts/ordinary watercourses. The Council will oppose planning consent for any building over a culvert as the culvert may, in the future, need to be repaired, replaced or upgraded if conditions in the catchment change.</p> <p><u>10.15.1A Flood defences can be either physical structures made of man-made materials, engineered earthworks or natural flood management methods. Where a development proposal impacts directly on these works, the defended areas, or is within their immediate vicinity, and where it is considered that the development could impact on the functionality of the flood defence, mitigation will be necessary and early consultation with the Council and the Environment Agency should occur. Where the developer is unable to deliver the mitigation as part of the development a financial contribution may be secured to deliver the mitigation where appropriate. Additional or new flood defences may need to be delivered as part of a development, which should be identified as part of the Flood Risk Assessment (FRA) for the site</u></p> <p>10.15.2 Under section 23 of the Land Drainage Act 1991 the Council (as LLFA) is responsible for consenting works that proposes any changes to the ordinary watercourse, altering or obstructing the flow in the watercourse (even temporarily). Developers should contact the LLFA if proposals include any works within 5m of an ordinary watercourse to <u>determine</u> ensure if an Ordinary Watercourse Consent is required.</p> <p>10.15.3 All developments adjacent to a river corridor are expected to create a buffer between the water course and the built edge of the development (→ <u>at least</u> 10m <u>in</u> width is recommended but relevant site constraints will be considered), for instance, tall buildings may <u>are likely to</u> need to be</p>
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		<p>set further back to prevent the deterioration of the riverine environment as a result of impacts such as overshadowing, wind and temperature. This will assist with any restoration initiatives and ensure a range of species can be supported by the water course and the riparian edges. <u>Therefore, the designs of the buffer zones created should illustrate how appropriate riparian habitat will be established including native planting and provide a management plan to ensure long term biodiversity gains. Developers should liaise with the Council and the Environment Agency on how best to assist in the delivery of any of the initiatives that are relevant to their site.</u></p> <p><u>10.15.3A</u> Surface water should also be managed as much as possible onsite, any run-off that does occur into the water course should be of a quality to assist the water course in being rated 'good ecological potential' as described in the WFD.</p> <p><u>10.15.3B</u> Development can change the flow patterns of surface water and either create new, or exacerbate existing, flood risk. To prevent areas of existing surface water flood risk worsening as a result of development the Council needs to be proactive. For this reason, FRAs are required as set out in the <u>policy.</u></p> <p><u>10.15.3C</u> Once the FRA is submitted as part of the planning application the Council, as the Lead Local Flood Authority (LLFA) will be consulted. The Council as the LLFA will work with the developer and where necessary the Environment Agency to determine the most appropriate methods of managing any <u>flood risk on the site.</u></p> <p><u>10.15.3D</u> For sites within 1% AEP plus 70% climate change fluvial flood extent and/or the 0.1% AEP RoFSW flood extent, the purpose of submitting a FRA with non-householder planning applications is to ensure that the site is developed sustainably and that any potential flood risk is managed as part of the development and to lower the likelihood of having to retrofit the development to manage flood risk in the</p>
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future. Operating under its responsibilities as the LLFA consultation with the Environment Agency in respect of sites within those flood extents will be at the Council's discretion.

10.15.6 The Council wants to open up public access to all river corridors within the Borough to provide strategic green chains and walking routes. An example of this work is the Silk Stream, a segmented and closed-off watercourse in the west of the Borough. In response to growth in the west of Barnet there is an opportunity to create a new strategic green chain and walking route from Edgware to the Welsh Harp (Brent Reservoir). The Council is investing in the Silk Stream Valley Park to improve the river corridor. Further guidance on how natural flood defences could be applied in Barnet will be is set out in the Green Infrastructure SPD.

10.15.8 The Environment Agency has identified action measures for each WFD designated watercourse relating to the catchments. There are three Catchment Management Plans that relate to Barnet. The Thames River Basin Management Plan (2015) sets out the objectives to improve waterbodies, developments near rivers and other waterbodies should demonstrate how it will assist in the achievement of these objectives. The London Rivers Restoration Action Plan and associated website (www.therrc.co.uk) also sets out opportunities to restore sections of the River Brent. The Brent River Corridor Improvement Plan 2014 aims to improve and enhance the rivers within the Brent River catchment. All waterside developments and other developments which could negatively impact on water quality, such as those where connecting to a combined sewer is unavoidable, will be expected to mitigate impacts by contributing to the delivery of the Thames River Basin Management Plan and projects set out in the WFD, Catchment Management Plans which may be secured through conditions and planning obligations. This may include contributions towards off-site provision of flood defences, projects outlined in the Catchment Management Plan as well as river restoration and de-culverting. Planning obligations / legal agreements can be used to ensure delivery of such measures. This includes ensuring that the development provides flood defence measures in perpetuity, over the lifetime of the development.

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MM 67	<p>Chapter 10 Environment and Climate Change</p> <p>Policy ECC03 and consequential changes to supporting text</p> <p>Paras 10.16.2 & 10.16.4</p>	<p>Policy ECC03 – Dealing with Waste</p> <p>The Council will, in accordance with London Plan Policy SI 7 and the North London Waste Plan (NLWP), encourage sustainable waste management by:</p> <ol style="list-style-type: none"> a. promoting a circular economy through waste prevention, re-use, recycling, composting and resource efficiency over disposal. b. requiring developers to submit a Circular Economy Statement in accordance with London Plan Policy SI 7 and the North London Waste Plan. c. ensuring development is designed to provide appropriate space for storage and collection of waste and recycling facilities which fit current and future collection practices and targets. d. designating sites through the North London Waste Plan (NLWP) to meet an aggregated apportionment target across the seven North London Boroughs. These sites will be the principle <u>principal</u> locations considered suitable for waste facilities. e. safeguarding all existing waste facilities in Barnet, as set out in the NLWP. For any waste site subject to redevelopment for non-waste uses the developer must clearly demonstrate to the satisfaction of the Council that compensatory capacity will be delivered in line with the NLWP spatial framework principles on a suitable replacement site that must at least meet, and, if possible, exceed, the maximum achievable throughput of the site proposed to be lost. f. seeking to utilise additional waste capacity at Scratchwood Quarry (NLWP Site BAR 2) as set out in the Schedule of Proposals (Annex 1 site number 29). <p>10.16 Dealing with Waste</p> <p>10.16.2 The London Plan sets a target of working towards managing the equivalent of 100 per cent of London’s waste within London by 2026. In the London Plan, Barnet has been allocated an apportionment target of 215,000 tonnes of waste per annum in 2021 rising to 229,000 tonnes per annum by 2041. <u>Through the North London Waste Plan (NLWP), which the The Council has jointly produced with six other North London Boroughs, therefore needs to identify sufficient land has been</u></p>
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		<p>identified to provide capacity to manage this waste target. and have joined with six other North London Boroughs to produce the North London Waste Plan (NLWP) which will form part of Barnet's Local Plan. It will <u>The NLWP, (adopted in 2022 and which forms part of Barnet's Local Plan), sits alongside the North London Joint Waste Strategy to secure in ensuring</u> the sustainable management of waste. Map 6A shows existing waste sites within Barnet and other authorities within the NLWA area.</p> <p>10.16.4 A site has been identified at Scratchwood Quarry to provide additional waste capacity. This is an existing waste management facility with potential to increase the volume of waste processed through more efficient and intensive use of the site. <u>Local Plan Proposal Site 29 – Scratchwood Quarry - currently handles waste generated from construction, demolition and excavation and is listed as an existing safeguarded waste site (Site BAR 2) in Appendix 1 of the NLWP. Where existing sites need to be relocated or redeveloped, compensatory capacity is required. The NLWP states that, in order to meet any capacity gaps identified, boroughs will need to seek opportunities for new capacity through the intensification of existing sites and/or new facilities. Within Barnet it is known that some waste sites will be redeveloped for other uses as part of the regeneration of Brent Cross. Consequently therefore, replacement capacity needing to be found elsewhere within the Borough. At Scratchwood Quarry, the potential has been identified to increase the volume of waste processed on this site through more efficient and intensive use.</u></p> <p>Map 6A Existing Waste Sites – Map Retained as Submitted</p>
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MM 68	Chapter 10 Environment and Climate Change Policy ECC04 and consequential changes to supporting text	<div style="border: 2px solid green; padding: 10px;"> <p>Policy ECC04 –Barnet's Parks and Open Spaces</p> <p>A. a)- As Barnet grows there is a need to optimise the benefits that open spaces can deliver, ensuring that as well as being family friendly, they consider all users and create a greener Barnet.;</p> <p>†The Council will work with its partners to improve Barnet's Green Infrastructure by:</p> <p><u>i.a)</u> managing and enhancing open spaces, including Green Belt and Metropolitan Open Land to provide improved accessibility;</p> </div>
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Paras 10.17.1, 10.17.4, 10.17.5, 10.18.1, 10.19.3 to 10.19.8, 10.20.1, 10.21.1, 10.21.2, 10.23.1 & Map 7		<p>ii-b) promoting a new Regional Park within the Brent Valley and Barnet Plateau Green Grid Area; and iii-c) ensuring positive management of Green Belt, Metropolitan Open Land and open spaces to provide improvements in overall quality and protection of character and historic significance; and <u>d) promoting the delivery and use of the sports hubs identified in Policy GSS13.</u></p> <p>B. b)- The Council will meet increased demand for access to open space and opportunities for physical activity, by <u>protecting and enhancing existing open spaces and tackling deficiencies and under provision through: securing new open space provision and improvements to existing open spaces:</u></p> <p>i. a) <u>development proposals should make provision for securing improvements to open spaces, including parks and playing fields, where additional demand is created and new or improved open space is necessary, to meet the following standards:</u></p> <ul style="list-style-type: none"> • <u>Parks: 1.63ha per 1000 residents</u> • <u>Natural Green Spaces¹⁷: 2.05ha per 1000 residents</u> • <u>Playing pitches¹⁸: 0.75ha per 1000 residents.</u> • <u>Play and informal recreation: as set out by London Plan Policy S4</u> <p>provision for children's play, sports facilities and better access arrangements (both into parks and between them), where opportunities arise, from all developments that create an additional demand for open space. Where this is not viable, a cash in lieu payment will be required for off-site provision or enhancement to parks and open spaces that are nearby;</p> <p>ii. b) <u>Contributions to improvements to existing open spaces will be secured by planning obligations where necessary, including where it would be unsuitable for specific forms of open spaces to be provided directly on site. improving access to open spaces particularly in areas of</u></p>
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¹⁷ Natural green spaces are defined as land, water and geological features with nature conservation value having been naturally colonised by plants and animals and which are accessible on foot to large numbers of residents. These less managed spaces areas might consist of areas of longer grass, ponds, hedges and areas of scrub and woodland and include nature reserves and green corridors.

¹⁸ Also refer to Playing Pitch Strategy Review and Action Plan 2023 (or equivalent should the Playing Pitch Strategy and/or Action Plan be updated or superseded)

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~~public open space deficiency identified by Map 7. The Council will seek to improve provision in these areas of deficiency in accordance with the following standards:~~

- ~~• Parks (1.63 hectares per 1,000 residents)~~
- ~~• Natural green spaces (2.05 hectares per 1,000 residents)~~

iii. c) Arrangements relating to the long-term maintenance and management of open spaces will be secured by planning obligations where necessary. This will include maintaining and improving the greening of the environment through the protection of incidental greenspace, trees, hedgerows and watercourses, especially where this enables green corridors to link Barnet's rural, urban fringe and urban green spaces.

~~iv. d) enhancing local food production through support for community food growing, the protection of allotments, and the provision of opportunities for growing food in new developments.~~

C. e). In supporting provision of new Green Infrastructure the Council will work with neighbouring authorities as part of the All London Green Grid to establish Area Frameworks as the basis for identification, creation and management of new green spaces as part of:

- i.a) Lea Valley and Finchley Ridge Green Grid Area; and
- ii.b) Brent Valley and Barnet Plateau Green Grid Area.

D. d). The Watling Chase Forest Plan will be taken into account when assessing development proposals in the area covered by Watling Chase Community Forest helping it become a readily accessible 'green lung' for Barnet's residents.

~~e). In areas that have been assessed by the Barnet Parks and Open Spaces Strategy as being of low quality and low value the Council will consider limited development on open spaces. The Council will require any proposal that involves the loss of low quality and low value open space to robustly demonstrate that the following criteria can be satisfied:~~

- ~~i. the development proposal is a small scale ancillary use which supports the improved use of the open space; and~~

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~~ii. that opportunities to improve the quality and value of the existing space have been explored and subject to viability assessment; cannot be delivered to enhance the quality and value of the existing space; or~~

~~Equivalent or better quality open space provision will be delivered. Any permissible exception will also need to ensure that it does not create or exacerbate any existing public open space deficiency and has no significant impact on biodiversity.~~

10.17 Green Infrastructure

10.17.1 As well as new housing, leisure centres, schools and community buildings, the Council is investing in improvements to open spaces and routes connecting them. Green Infrastructure can be defined as a strategic network of green spaces places and features that thread through and surround urban areas and connect town to country. It comprises of a wide range of valued public and private green spaces ~~'assets'~~ including parks, woodland, trees, residential gardens, allotments and waterways. Green Infrastructure provides a range of environmental benefits including flood water storage, sustainable drainage, urban cooling and access to shady outdoor space while assisting in mitigating and adapting to climate change; and can facilitate a natural and healthy environment vital to Barnet's success as a place to live. It also provides habitats for wildlife and, through the creation and enhancement of 'green corridors', should aid the natural migration of species responding to the changing climate.

10.17.4 To determine the open space, sport and recreation provision needed and ~~In ensuring~~ the best use of parks and open spaces the Council has produced the following documents:

- Green Belt and Metropolitan Open Land Study 2018;
- Playing Pitch Strategy 2017 Review and Action Plan 2023;
- Tree Policy 2023-28 ~~2017~~;
- Green Infrastructure SPD 2017;

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- Fit and Active Barnet 2016-2020;
- Barnet Parks and Open Spaces Strategy 2016 (BPOSS);
- Health and Wellbeing Strategy ~~2015-20~~ 2021-2025 ; and
- Open Space, Sport and Recreational Facilities Needs Assessment 2009

10.17.5 The NPPF (para 96) states that planning policies should be based on an assessment of the need for open space, sports and recreational facilities and opportunities for new provision. BPOSS provides the Council with a review of the quality of its parks and suggests a range of opportunities that green spaces offer to enhance the quality of life and economic success of the Borough. However, the Council recognises the need to now prepare more up to date evidence relating to park and open space requirements across the Borough. Work is already underway on a new Barnet Parks and Open Spaces Strategy. This refresh of evidence will be used to inform the early review of Barnet's Local Plan and deliver the Council's commitment as set out at Section 1.7.

~~10.18~~ 10.18 Barnet's Green Belt and Metropolitan Open Land

~~10.18.1~~ 10.18.1 Barnet is one of the greenest boroughs in London. ~~Green Belt and MOL covers a third of the Borough. MOL is strategic open land within the urban area. The principles of natural national Green Belt policy also apply to MOL. In total there are 2,466~~ 2,471 hectares of Green Belt and ~~690~~ 688 hectares of MOL. This designated land makes a major contribution to quality of life in the Borough. This is reflected in the findings of Barnet Green Belt Study.

~~10.19~~ 10.18 Barnet's Parks and Open Spaces

~~10.189.1~~ 10.189.1 Barnet has 10 district parks and 77 local parks ranging in size from Hamilton Road Playground (0.04 ha) to Monken Hadley Common (41 ha). These are categorised according to the London Plan

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		<p>public open space hierarchy. Changes to <u>The the Policies Map shows</u> Barnet's parks and public open spaces. The Schedule of Proposals in Annex 1 highlights <u>the provision of new publicly accessible Local Open Space open space</u> at Whalebones (Site 45) Park which will be designated in accordance with NPPF para 99 to help address an existing local deficiency in open space.</p> <p>10.189.3 The success and value of an open space network is dependent on three principal factors: the quantity, quality and accessibility of open spaces. Barnet's Open Space, Sports and Recreational Facilities Needs Assessment 2009 applied these factors to the existing open spaces in the Borough to create a standard for Barnet. As highlighted in Chapter 4 Barnet's Growth Areas <u>as Barnet grows there is a need to improve provision and plan for the creation of at least one new district park and 13 new local parks by 2040. To achieve this new developments which generate additional demand will where necessary, in locations with insufficient and inadequate existing facilities,</u> be expected to deliver adequate levels of open space in accordance with the standards below. Where a development is in an area of deficiency for publicly accessible open space <u>New open space and improvements to existing open spaces</u> should be provided in line with these standards:</p> <ul style="list-style-type: none"> • Children's play (0.09 hectares per 1,000 residents); <u>Play and informal recreation: as set out by London Plan Policy S4.</u> <ul style="list-style-type: none"> • Parks (1.63 hectares per 1,000 residents); and • Natural green spaces (2.05 hectares per 1,000 residents); <u>and</u> • <u>Playing pitches (0.75ha per 1000 residents).</u> <p>10.19.4 BPOSS, in a follow up to the 2009 Assessment, has assessed open spaces around the Borough and identified a number of low quality / low value sites where alternative uses may be a more optimal use of the land and allow investment in other parks.</p> <p>10.19.5 Development on open space will only be permitted where it results in no net loss of equivalent open space or a better quality of provision. Small scale development on open space identified in BPOSS as being of low quality and low value may sometimes be acceptable.</p>
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		<p>10.19.6 The release of low quality, low value open space for development must robustly demonstrate that the criteria set out in Policy ECC04(e) is satisfied and the requirements of Policy ECC06 – Biodiversity are met. Replacement open space should be the same or better quality than that which is proposed to be lost and be provided in the local catchment area to ensure that it does not create further deficiency in public access to open space.</p> <p>10.<u>189</u>.7 The All London Green Grid Strategy identifies the potential for a Regional Park within the Brent Valley and Barnet Plateau Green Grid Area. The open spaces that can most effectively support a new Regional Park lie within designated Green Belt or Metropolitan Open Land, therefore maximising the long-term benefit of such areas for residents will be the key test for any proposals. Such locations may need accessibility enhancements to unlock their full potential. <u>The Council will seek</u> improvements to individual parks and open spaces; enhancement of footpath, cycling and bridleway networks; improved green corridors and nature conservation areas will be supported. Improvements to signage, surfaces, lighting and surveillance should all assist in encouraging existing and new residents to make greater use of the local spaces in close proximity to where they live. <u>For any new green infrastructure secured proposals must also include information detailing proposed future management and maintenance arrangements, including a payment programme. This management plan will be secured through planning obligation or planning condition as part of any permission.</u></p> <p><u>10.198.7A</u> All developments should also consider how accessibility to open space can be improved through pedestrian and cycle links as well as bus routes where practicable. The Dollis Valley Green Walk and the Capital Ring are strategic walking routes that cross Barnet. To support health and wellbeing aspirations it is an ambition of the borough <u>and ensure everyone has access to green space, the Council will seek to increase the number of local and strategic walking routes as well as continuing to protect and enhance the existing public rights of way across the Borough. This is demonstrated reflected in the</u> Barnet Long Term Transport Strategy which introduces the aspiration <u>aims</u> to create a walking and cycling route referred to as the Barnet Loop.</p>
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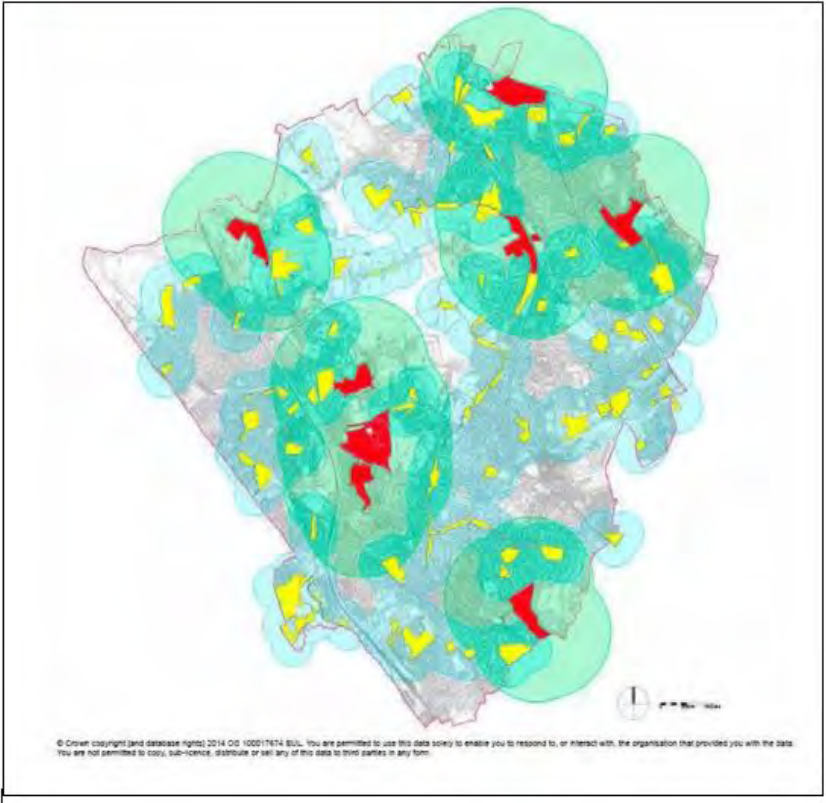
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Map 7 – Public open space provision and deficiencies

-  Borough Boundary
-  District Parks
-  Local Parks
-  400 m Catchment Area
-  1.2 km Catchment Area



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10.189.8 Map 7 identifies those areas of the Borough that are deficient in public open space being outside the (radii of 1.2km (district parks) and 0.4km (local parks)). ~~have a deficiency in both district and local parks).~~ Whilst Map 7 shows areas of deficiency wherein open space provision is needed, the Council may require open space provision or improvements elsewhere in the Borough. Areas of Map 7 that are not covered by a park or a catchment area are considered to be areas of open space deprivation. This type of deprivation is of particular concern in areas of dense urban development as these are areas where residents do not have easy access to open space. Where development is proposed in areas of open space deprivation the developer should work with the Council to ensure the residents will have access to open space whether that is through assisting in new provision, or through improving access to and quality of existing open space. New open space and /or financial contributions towards improvements of existing open space will be secured through planning obligations / legal agreements or utilising the Community Infrastructure Levy Infrastructure Payments Policy.

10.1920 Children's Play Facilities

10.1920.1 There are 50 public parks in Barnet that provide formal play space for children, this equates to 0.5m² of space per child under 15 years. Children should also have access to stimulating play space in private residential developments. As detailed in para 6.21.5 and Policy CDH07, cChildren's play spaces should therefore be provided in all new residential development containing flatted schemes with the potential occupancy of 10 or more child bed spaces as set out in the Mayor's SPG Shaping Neighbourhoods – Play and Informal Recreation. Residential development will normally be expected to make provision on site for play space. However, there may be occasions where it is demonstrated that it is not feasible to provide play space as part of the development. In these instances, contributions to the provision of new play space, or the improvement to existing play space provision in a near-by public open space, might be more appropriate.

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10.2021 Playing Pitches and Outdoor Sports

10.204.1 Barnet is relatively well provided for in terms of distribution of playing pitches with 277 pitches covering nearly 160 hectares, with almost the entire Borough being within 1.2km of a playing pitch. The Playing Pitch Strategy Review and Action Plan 2023 (~~2017~~) highlights that despite good geographical coverage there is demand for additional provision because of issues related to the quality of the existing pitches (mainly due to poor drainage) and accessibility. The Council has created three strategic sports hubs in the Borough, Chipping Barnet which provides facilities for football and cricket; Cophall which provides facilities for football, cricket, rugby and athletics; and West Hendon which provides facilities for football and tennis. These strategic sports hubs are set to become important destinations for healthy and active lifestyles. Further details on these strategic hubs is set out at Policy GSS13.

10.~~2122~~ Natural and Semi Natural Space

10.~~212~~.1 The Borough contains one Site of Special Scientific Interest (SSSI) – the Welsh Harp (Brent Reservoir) - into which the River Brent and Silk Stream flow. The Reservoir was created in 1835 as a water supply for the canal network and is jointly managed by Barnet and Brent Councils with the Canal and River Trust who own the water space. As the largest expanse of water in Barnet, it provides an important recreational resource as well as a valuable wildlife habitat. Access to the Welsh Harp (Brent Reservoir) is being improved as part of the regeneration proposals for the West Hendon Estate. Any increased access to the Welsh Harp will be managed appropriately in partnership with the Welsh Harp Strategy Group’s ‘A Joint Vision for the Welsh Harp’¹⁹ and in consultation with the Canal and River Trust and Natural England to ensure its integrity as a SSSI is maintained.

¹⁹ [The Welsh Harp/Brent Reservoir Vision | Canal & River Trust \(canalrivertrust.org.uk\)](https://canalrivertrust.org.uk/the-welsh-harp/brent-reservoir-vision)

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		<p>10.212.2 The Council seeks to maintain networks of natural habitats by avoiding their fragmentation and isolation and will therefore identify ‘missing links’ where enhanced or new measures to support biodiversity and nature conservation may be supported as part of proposals. Where no additional open space is being created, the Council will ensure that the development is designed in a way to enable it to replace and enhance biodiversity, ensuring Biodiversity Net Gain. Barnet’s suite of design guidance SPDs <u>Sustainable Design and Development Guidance SPD</u> together with the Green Infrastructure SPD <u>will</u> provide further guidance on making provision for biodiversity.</p> <p>10.23 Trees</p> <p>10.23.1 Barnet has around 36,000 street trees, the second highest number in London. These trees make an important contribution to the character of the Borough and the quality of life of residents as well as mitigating climate change. The Mayor <u>of London</u> seeks to utilise Borough Tree Strategies to increase tree cover in London, with 2 million additional trees sought by 2025. Barnet’s Tree Policy <u>2023-28 sets out ambitious targets to plant 900 trees annually focussing primarily on improving air quality, reducing the urban heat island effect and enhancing Barnet’s parks</u> <u>highlights that since 2017 the Council has planted more than 4,500 trees across the Borough. Planting locations have focused on targeting areas of poor air quality, urban heat island temperatures, avenue and landscape trees within parks, replacing street trees and green infrastructure planting. The Council aims to plant 5,000 new trees over the 5 year life of the Tree Policy.</u></p>
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MM 69	Chapter 10 Environment and Climate Change Policy ECC05 And consequential changes to supporting text	<div style="border: 2px solid #008080; padding: 10px; background-color: #e0f2f1;"> <p>Policy ECC05 - Green Belt and Metropolitan Open Land</p> <p>a) <u>A. Green Belt</u></p> <p>i. Any proposals for development in Green Belt will be considered in accordance with NPPF paras 133 to 147.</p> </div>
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<p>Paras 10.24.1A to 10.24.2 & 10.24.4</p>		<div style="border: 2px solid #008080; padding: 10px; background-color: #e0f2f1;"> <p>ii. Development adjacent to Green Belt should not have a significant detrimental effect on the openness of the Green Belt and respect the character of its surroundings.</p> <p>b: B Metropolitan Open Land (MOL)</p> <p>i. In accordance with London Plan Policy G3, Metropolitan Open Land is to be protected from inappropriate development in accordance with national planning policy tests that apply to the Green Belt.</p> </div> <p>10.245 Green Belt / Metropolitan Open Land (MOL)</p> <p><u>10.245.1A Barnet is one of the greenest boroughs in London. Green Belt and MOL covers a third of the Borough. MOL is strategic open land within the urban area. The principles of national Green Belt policy also apply to MOL. In total there are 2,471 hectares of Green Belt and 688 hectares of MOL. This designated land makes a major contribution to quality of life in the Borough. This is reflected in the findings of Barnet Green Belt Study.</u></p> <p>10.25.24.1 The Barnet Green Belt and Metropolitan Open Land Study shows that the majority of Barnet's Green Belt performs well and that all existing areas meet one or more of the purposes of Green Belt set out in the NPPF. The vast majority of the MOL is considered to be open and maintaining and protecting the functions, green links and other features it contains. Although, there are buildings within the MOL these support the use of the MOL as open space and do not impact on the openness to such a degree to warrant any land being removed from the MOL</p> <p><u>10.245.2</u> One of the purposes of the Barnet Green Belt Study was to identify mapping irregularities with regard to land designated as Green Belt / MOL. This helps create strong defensible boundaries and ensures consistency with the NPPF and the London Plan. Minor adjustments have been made to Green Belt and MOL boundaries where inconsistencies and errors have been identified. The majority of these</p>
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		<p>are mapping errors where the boundary did not match existing property or road boundaries. These adjustments are shown in the Changes to <u>reflected on</u> the Policies Map document.</p> <p>10.245.4 This aspiration of improvement and accessibility can be achieved through appropriate development in Green Belt or MOL (as supported by the NPPF and the London Plan). Development adjacent to areas of Green Belt/MOL needs to comply with Policy ECC05 and should respect the character of its surroundings and the visual amenity of these areas. When assessing the likely impact on the openness of the Green Belt the Council will have regard to the <u>spatial and</u> visual impact of a development, its duration and prospects for remediation as well as the degree of activity such as traffic that is likely to be generated. <u>Where development is proposed adjacent to Green Belt / MOL a design led approach, as set out in Policy CDH01 is strongly advocated with a particular focus on landscape and local character where necessary.</u></p>
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MM 70	<p>Chapter 10 Environment and Climate Change</p> <p>Policy ECC06 And consequential changes to supporting text</p> <p>Paras 10.25.2 to 10.25.6, 10.25.9 to 10.25.14 & Tables 18 & 19 (as renumbered) & Glossary</p>	<div style="border: 2px solid teal; padding: 10px;"> <p>Policy ECC06 - Biodiversity</p> <p>The Council will seek the retention and enhancement, or the creation, of biodiversity in development proposals by:</p> <p>a) <u>A.</u> protecting existing Site of Special Scientific Interest, Sites of Importance for Nature Conservation, and priority habitats and species according to the <u>NERG Natural Environment and Rural Communities Act 2006</u> and working with partners including the London Wildlife Trust and the Brent Catchment Partnership to improve protection and enhancement of biodiversity in Barnet;</p> <p>b) B. ensuring that having regard to the requirements of local and strategic green infrastructure studies as incorporated in the Green Infrastructure SPD, or other relevant local guidance are met;</p> <p>c) <u>C.</u> ensuring <u>that contributions are secured towards the projects development adjacent to or within areas identified as part of within the All London Green Grid SPG, where relevant, from development adjacent to or within the two Green Grid Areas (Brent Valley and Barnet Plateau, and Lea Valley and Finchley Ridge);</u> Framework makes a contribution to the enhancement of the Green Grid;</p> </div>
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		<p>d) <u>D.</u> ensuring that development makes the fullest contributions to enhancing biodiversity and protects existing site ecology. To realise this aim it is expected that <u>Biodiversity Net Gain (BNG) is achieved in accordance with national policy an overall net gain at a minimum that is in accordance with national policy and legislation (the provisions of the Environment Act 2021 require at least 10% BNG for major development from February 2024, with BNG required from small sites from April 2024)</u> the required level of biodiversity net gain, stated by regulation, is attained. This should be achieved both through on-site measures and where necessary by contributions to local biodiversity improvements. <u>Developments will be expected to comply with the requirements set out in Table 18 unless legislation indicates otherwise.</u> Consideration <u>Development proposals at application stage should be supported by sufficient evidence to demonstrate to a decision maker that the of how this BNG requirement will be capable of being achieved.</u> should be detailed at the start of the development process;</p> <p>e) <u>E.</u> Ensuring developers shall take a holistic approach to delivering BNG, Urban Greening Factor, and SuDs within the scheme to maximise opportunities to enhance the multiple benefits these requirements deliver for communities and nature. All developments shall comply with the <u>Urban Greening Factor target scores set out within London Plan Policy G5 and should seek opportunities to create other habitats, or features such as artificial nest sites, that are of particular relevance and benefit in an urban context in line with London Plan Policy G6. The Council encourages placing emphasis on the provision of measures that enhance and support biodiversity, creating multiple benefits, including social benefits, and integration into the wider London networks to meeting the Urban Greening Factor target scores and SUDs schemes that maximise biodiversity benefits delivery;</u> and</p> <p>f) <u>F.</u> supporting opportunities that facilitate river restoration and floodplain habitat restoration, in particular for the River Brent, Silk Stream and Pymmes Brook (See Policy ECC02).</p> <p>Where <u>significant harm to biodiversity resulting adverse impacts</u> from a development on biodiversity cannot be avoided, measures must be taken to ensure that they are appropriately managed so as to reduce and /or to <u>adequately</u> mitigate any <u>that harm</u> disturbance to wildlife as appropriate. These measures should be included as part of a planning application and a monitoring schedule</p>
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agreed at the time of planning permission. Applications will be refused where adverse impacts cannot be avoided, adequately mitigated or as a last resort compensated for.

For major applications S106 Planning obligations, Conservation Covenants, or planning conditions will ~~may~~ where necessary be sought ~~for~~ to secure the delivery, maintenance or monitoring of BNG.

10.256 Biodiversity

10.256.2 The Welsh Harp (Brent Reservoir) is designated as a Site of Special Scientific Interest (SSSI) as it is an important refuge and breeding site for waterfowl and other birds. As the largest expanse of water in Barnet, it provides a valuable wildlife habitat. The Council supports 'Vision for the Harp' and will work in partnership to deliver proper protection for the Welsh Harp (Brent Reservoir).

10.256.3 ~~However, this does not imply that the areas of Barnet that have not been recognised for their importance to nature have little or no value.~~ The needs of wildlife and the value of natural habitats ~~vegetation~~ should be considered throughout the planning process. It is particularly important that opportunities be taken to preserve, enhance or create areas of natural water and vegetation within heavily built-up areas, as these can assist the Borough adapt to a changing climate while providing access to ~~access to~~ natural areas for residents. The Council ~~will~~ utilises the Climate Change Adaption Manual⁶² and the Greenspace Information for Greater London (GiGL) database to identify areas of the Borough that can have their ecosystem value improved providing climate resilience, habitat enhancement and access to nature for residents.

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		<p>10.256.4 Barnet is fortunate in having space that consists of contiguous private gardens. Suburban gardens are considered to be of great value to nature and may even be the most important habitat in a neighbourhood. Parts of the Borough that have large and well established gardens with mature trees, shrubs, water features and other habitats are particularly important for nature in urban settings, but such features can also occur in small gardens, especially where neighbours work together to create or maintain links between gardens such as hedgehog highways. New developments should seek to link into such networks to ensure that linkages are improved as a result of a site being redeveloped. <u>The remit for Local Nature Recovery Strategies have been set out within the Environment Act 2021 and should be used, where relevant, to establish priorities and map proposals for specific targets to restore decline in biodiversity and provide wider environmental benefits.</u></p> <p>10.256.5 The recognised sites of importance to nature <u>Sites of Importance for Nature Conservation (SINCs)</u>, together with the public parks and suburban gardens of Barnet, provide the Borough with the opportunity to create green corridors for wildlife that also function as <u>and</u> ecological networks. <u>Green Chains and green corridors</u> are relatively continuous areas, of open space leading through the built environment and which may link SINC sites to each other and to the Green Belt. <u>Often consisting of railway embankments and cuttings, roadside verges, canals, parks, playing fields, residential gardens and rivers.</u> <u>They should allow wildlife to move through an area and ensure the habitats do not fragment further. The Council shows existing Green Chains on the Policies Map. It will use the Mayor of London's Green Infrastructure maps and tools⁶³ to identify both existing and potential further green corridors across the Borough in the future. Where development is adjacent to such chains and corridors the Council will seek to establish a positive connection with it.</u></p> <p>10.256.6 Development proposals should consider any impact on <u>biodiversity</u>. areas designated for nature conservation, protected species and habitat/species prevent loss and provide mitigation to these areas as well as providing opportunities to create or improve habitat and linkages for wildlife. <u>Development should first aim to avoid significant harm to biodiversity. Where such harm cannot be avoided then adequate mitigation should be provided, or compensation provided as a last resort, planning permission will be refused. Financial contributions to provide mitigation may be secured</u></p>
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		<p><u>through planning obligations or utilising the Community Infrastructure Levy Infrastructure Payments Policy. The Council will also continue to work jointly with partners to deliver the objectives of, and projects identified as opportunities within the All London Green Grid (ALGG) SPG relating to the Borough. Embedding the ALGG into plans and strategies will give greater opportunity to access funding mechanisms for strategic projects in addition to planning obligations and CIL (Chapter 3, ALGG²⁰). Barnet's Infrastructure Delivery Plan (IDP) will be updated regularly to reflect the requirements and associated costs to deliver improvements or identified projects.</u></p> <p>10.256.9 The Environment Bill Act 2021 will , which is expected to be enacted towards the end of 2021 requires all <u>qualifying</u> development for which planning permission is granted to provide at least a 10 per cent increase on the pre-development biodiversity value of the onsite habitat. This is being referred to as Biodiversity Net Gain (BNG). <u>A developer must consider BNG early in the development process and have an understanding of the wider ecological context of a site from the outset, rather than consider BNG as an afterthought. Every qualifying grant of planning permission is deemed to have been granted subject to a pre-commencement condition that at least 10 per cent of BNG has been achieved. The most up to date version of the Government's Biodiversity Metric at the time of planning application should be used to calculate the</u> 2.0 is the current method for calculating BNG in accordance, this may change in the regulations that are intended to accompany with the Environment Act 2021 and associated <u>legalisation.</u></p> <p><u>10.256.10 In order to determine whether BNG of at least 10 percent will be met for qualifying development, a Biodiversity Gain Plan which sets out how this will be achieved should be submitted to and approved by the Council prior to the commencement of development. The Biodiversity Gain Hierarchy, which provides a spatial hierarchy for BNG delivery with a preference for on-site enhancements (as set out in Articles 37A and 37D of the Town and Country Planning (Development Management Procedure) (England) Order 2015), will be taken into account in determining whether to</u></p>
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²⁰ <https://www.london.gov.uk/programmes-and-strategies/environment-and-climate-change/environment-publications/all-london-green-grid>

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		<p>approve a Biodiversity Gain Plan. The Council will seek the standards as set out in the Act that policy to be met on site. Where this is proven not to be possible there will be a requirement for the proportion not delivered on site to be provided offsite at a location that benefits the Borough agreed with the Council. A developer must demonstrate consideration of BNG as an integral part of the design of the development, with an understanding of their wider ecological context from the outset, rather than as an afterthought. All development is required to make a positive contribution to biodiversity in Barnet. Therefore, a Biodiversity Net Gain Plan should be submitted with planning applications to enable them to be assessed as part of the planning application process.</p> <p><u>10.256.10A The Council will work with partners within the Borough and across London, including the Mayor of London, and relevant authorities in Hertfordshire to develop the Local Nature Recovery Strategies (LNRs) and the associated Nature Recovery Network (NRN). In accordance with the requirements of the Environment Act 2021, these will assist in making Barnet a wildlife rich place which will benefit people and wildlife. Relevant details of this work can then be provided in the Green Infrastructure SPD and other relevant Council documents.</u></p> <p>10.256.11 The London Plan (<u>Policy G5 and associated guidance²¹</u>) has introduced the Urban Greening Factor as a generic model to determine the appropriate provision of urban greening in new major developments. Further details are set out in London Plan Policy G5. It is expected that developers will combine the requirements of the Urban Greening Factor with the BNG. For instance, if planting is to be provided for the Urban Greening Factor, that it will be of benefit to local wildlife and not simply ornamental.</p> <p>10.256.12 Policy CDH08 states that development proposals should retain existing wildlife habitat and trees for amenity and biodiversity, where appropriate a survey will be required to determine the significance of that interest. Table 24 18 provides requirements for biodiversity and habitat quality while</p>
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²¹ Urban Greening Factor LPG

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and the Green Infrastructure SPD provides ~~more detail~~ guidance for design and construction principles for the protection and enhancement of biodiversity and habitats within Barnet.

Table 24 18 Biodiversity and habitat quality requirements

	Development Scale
<p>All development proposal should provide as part of a submission a baseline ecological assessment and clearly demonstrate BNG based on this assessment. The scale of development will determine the level of detail required. This statement should demonstrate how protection of biodiversity and habitat quality will be achieved and provide the level (%) of BNG improvement that will be achieved onsite as well as recommendations on where enhancements to biodiversity can be made onsite. Development proposals where required by legislation should provide a BNG assessment using the latest the Statutory Biodiversity Metric Calculation Tool. All applicable developments must deliver the minimum BNG in accordance with national policy and legislation (the provisions of the Environment Act 2021 require at least 10% BNG for major development from February 2024, with BNG required from small sites from April 2024, which should be evidenced by means of Biodiversity Gain Plan submitted as a post-permission document for the approval by the local planning authority). BNG should be provided in accordance with the Biodiversity Gain Hierarchy, which identifies that on site enhancements are preferential</p> <p><u>This statement should demonstrate how protection of biodiversity and habitat quality will be achieved and provide the level (%) of BNG improvement that will be achieved onsite as well as recommendations on where enhancements to biodiversity can be made onsite. Where a development is unable to achieve the appropriate level of BNG an offsite contribution equivalent to the deficit percentage will be agreed with the Council.</u></p>	All
<p><u>Where a development proposal would be likely to result in harm to a protected species or its habitat, an ecological survey and details of any necessary mitigation must be provided to the Council as part of the application process.</u></p>	All

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		<p>S406 planning obligations, Conservation Covenant or planning conditions will may where necessary be sought for to secure the delivery, maintenance or monitoring of BNG for developments major and above. Minor and householder developments will have BNG managed through conditions.</p>	<p>Major, Large Scale <u>All</u></p>
		<p>10.25.13 <u>Sites of Importance for Nature Conservation (SINCs)</u> Nature conservation sites are identified in a hierarchy of importance <u>with the level of protection commensurate with their status and the contribution they make to wider ecological networks.</u> and Table 22 19 identifies the sites designated in Barnet as:</p> <ol style="list-style-type: none"> 1. Sites of Special Scientific Interest (SSSIs) are of national importance; 2. Sites of Metropolitan Importance are <u>strategically important conservation sites for</u> of London-wide significance; 3. Borough Grade Sites of <u>Borough</u> Importance for Nature Conservation (SINCs) are <u>sites which support habitats or species of value at the borough level significant in a Barnet-wide context (albeit that they are sub-divided, on the basis of their quality, into two grades);</u> and 4. Sites of Local Importance are <u>sites which are important for the provision of access to nature at the neighbourhood level.</u> of particular value to nearby local residents and schools because they are designated in areas deficient in wildlife sites. 	

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10.26.14 Barnet’s rivers have been significantly altered from their natural state. The Council will pursue opportunities to enhance the biodiversity, water quality and amenity value of Barnet’s waterways, in particular the River Brent, Silk Stream, Dollis Brook and Pymmes Brook. Opportunities for restoration including opening culverts and naturalising river channels will be explored. These rivers, streams and brooks function as Blue Corridors and are important within the borough affording vital habitat for wildlife and providing recreational benefits for people.

GLOSSARY

Conservation Covenants - A private, voluntary agreement to conserve the natural or heritage features of the land. The parts of a conservation covenant agreement which set out what a landowner and “responsible body” must or must not do to help conserve the land become legally binding as a conservation covenant (CC). In the context of Biodiversity Net Gain (BNG) those who agree to the terms of the CC must undertake all necessary actions are legally and financially bound to ensure that any habitats secured through BNG must be created, managed and monitored to ensure Net Gain is achieved in a manner which could not otherwise be secured on the development site through planning conditions or legal agreement.

Table 22 19 Sites of Importance for Nature Conservation in Barnet

Sites of Special Scientific Interest
<ul style="list-style-type: none"> • Welsh Harp (Brent Reservoir)
Sites of Metropolitan Importance

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		<ul style="list-style-type: none"> • Hampstead Heath • Hadley Green • Edgware Way Rough • Rowley Green Common (<i>Local Nature Reserve</i>) <p>Mill Hill Substation Pastures Totteridge Fields and Highwood Hill</p> <p>Scratchwood (<i>Local Nature Reserve</i>) Arrandene Open Space & Feather stone Hill</p> <p>Sites of Borough Importance-Grade I</p> <ul style="list-style-type: none"> • Coppett's Wood and Scrubland (<i>Local Nature Reserve</i>) • Glebe Lane Pastures • The Folly Brook and Darlands Lake (<i>Nature Reserve</i>) • Glebelands (<i>Local Nature Reserve</i>) • Monken Hadley Common • The Upper Dollis Brook • Oak Hill Woods (<i>Local Nature Reserve</i>) • Totteridge Croft Field (or Dell's Down Acre) • Big Wood and Little Wood (<i>Local Nature Reserve</i>) • Mill Hill Golf Course <p>Sites of Borough Importance- Grade II</p> <ul style="list-style-type: none"> • Sulloniacs Pastures • Edgwarebury Brook • Deans Brook • Mill Hill Old Railway (<i>Nature Reserve</i>) • The Silk Stream and Burnt Oak Brook • Moat Mount (<i>Local Nature Reserve</i>) and Mote End Farm • Bruno's Field • Totteridge Common • The Mill Field • Copthall Railway Walk and Copthall Old Common • Drivers Hill • Burtonhole Lane and Pasture • Ashley Lane • King George's Field • Totteridge Green • Northern Line Railway Embankment, High Barnet • Lower Dollis Brook • St Pancras and Islington Cemetery • North Middlesex Golf Course Ponds • New Southgate Cemetery • Pymme's Brook • Rowley Lodge Field • Arkley Lane and Pastures • Arkley South Fields • Turners Wood
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Sites of Local Importance		
		<ul style="list-style-type: none"> • Clay Lane • Grahame Park • Sunny Hill Park • Barnet Countryside Centre • Bell's Hill Burial Ground • Clitterhouse Playing Fields • Avenue House Grounds • East Finchley Cemetery • The Mutton Brook • Greenhill Gardens • Friary Park <ul style="list-style-type: none"> • Oakleigh Park Rail Cutting • Cherry Tree Wood • College Farm • Prince's Park • Lakeside Nature Reserv • Hendon Park & Northern Line Rail Cutting • Edgwarebury Park • Woodridge School Nature Reserve • Barfields Allotments Nature Park • Belmont Open Space, Cockfosters • Cophall South Fields

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MM 71	Chapter 11 Policy TRC01 And consequential changes to supporting text Section 11.1, Paras 11.2.4, 11.4.1 to 11.4.4, 11.6.1, 11.6.2, 11.6.2a, 11.6.4, 11.7.1, 11.7.3, 11.7.6 & 11.8.1
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Policy TRC01 – Sustainable and Active Travel

The Council will work to deliver a more sustainable transport network that supports a growing healthy population and prosperous economy by reducing car dependency, encouraging sustainable modes of transport, ~~and~~ improving air quality and encouraging active travel as the mode with the least environmental impact and health benefits for residents. ~~The Council also recognises that active travel benefits the health of residents while having the lowest environmental impacts. In particular~~
The Council will :

A. a) Promote and enable active travel requiring developments to address the needs of cyclists and pedestrians by ensuring :

- a. i. Good connections to bus stops, stations; and strategic and local walking and cycling networks;
- b. ii. A healthy, safe and attractive walking and cycling environment within, through and in the immediate vicinity of around the development that will assist in achieving Vision Zero; and
- c. iii. Seeking Opportunities opportunities for improvements to the wider walking and cycling environment are sought and implemented.

B. Ensure that improvements to the transport network to improve active travel and sustainability are brought forward by requiring development proposals to:

- a) i. Supporting the delivery of new transport infrastructure identified in Policy TRC02 and the BLLTS – and any other transport infrastructure necessary to deliver and mitigate the impacts caused by the development, and not compromise delivery of transport infrastructure elsewhere;
- b) ii. Ensure that impacts on highway safety and the road network would be satisfactory. The Council will refuse Refuse proposals that have an negative unacceptable impact on highway safety, or on where the residual cumulative impacts on the road network would be severe that cannot be appropriately mitigated;

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		<p>c) iii. Support the Healthy Streets Approach, improving street lighting, security coverage and accessibility along new walking and cycling routes, transport interchanges and around bus stops as well as delivering, where resources permit and in appropriate locations, targeted local safety schemes; and</p> <p>d) iv. <u>Where necessary, contribute to Promote orbital travel connectivity and public transport enhancements improvements where appropriate.</u></p> <p><u>C. Secure, where transport improvements or remedial actions are identified as required through consideration of a planning application, through planning obligation or agreements under section 278 (Highways Act 1980) in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010 and /or any equivalent legislation and regulations.</u></p> <p><u>D. Require for For all major development proposals identified as generating significant amounts of movement, to provide Council will require:</u></p> <p>a) i. A <u>Transport Statement or</u> Transport Assessment setting out how the proposal mitigates any negative impact on the existing transport network and incorporates sustainable transport initiatives for cycling, walking, car clubs and electric vehicle charging;</p> <p>b) ii. A Travel Plan setting out details on how the proposal minimises any increase in road traffic and how future occupants will be encouraged to use more sustainable and active modes of transport and demonstrate how the development will contribute to Barnet meeting its 72% target for sustainable modes by 2041 as set out in the Mayor's Transport Strategy and the BLTTS; and</p> <p>iii</p> <p><u>E. Require Construction Traffic Management Plans (CTMP) / Construction Logistics Plans and Delivery and Servicing Plans to control vehicle movements, servicing and delivery arrangements</u></p>
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where appropriate to ensure that impacts from the construction phase of the development and delivery and servicing arrangements are well managed and any disturbance is sufficiently mitigated.

11.1 National and London Plan Policy Context

Specific National and London Plan Policies to be taken into account:

NPPF

Section 9 Promoting sustainable transport ~~specifically paras 102, 103, 104, 105, 106, 107, 108, 109, 110, 111.~~

Section 10 Supporting high quality communications ~~specifically paras 112, 113, 115, 116.~~

London Plan

Good Growth Objective Policy GG3 Creating a healthy city

Policy D13 Agent of change

Policy SI6 Digital connectivity infrastructure

Policy T1 Strategic approach to transport

Policy T2 Healthy streets

Policy T3 Transport capacity, connectivity, and safeguarding

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

Policy T6 Car parking

Policy T6.1 Residential parking

Policy T6.2 Office parking

Policy T6.3 Retail parking

Policy T6.4 Hotel and leisure uses parking

Policy T6.5 Non-residential disabled persons parking

Policy T7 Deliveries, servicing and construction

Policy T8 Aviation

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		<p>Policy T9 Funding transport infrastructure through planning <u>Mayor of London’s Sustainable Transport, Walking and Cycling LPG</u></p> <p>11.2 Introduction</p> <p>11.2.4 A key objective of Barnet’s Long-term Transport Strategy <u>2020 -2041</u> is that <i>“Transport in Barnet keeps the borough moving, enabling people and goods to move within and beyond the borough efficiently using high quality orbital and radial links.”</i> The ability of people and goods to move around the Borough is vital for <u>its</u> the continued social and economic wellbeing of the Borough. Environmental wellbeing will also be achieved through less congestion and the promotion of modal shifts in transport, for instance from private vehicles to more sustainable forms of transport</p> <p>11.4 Proposed Changes to the Public Transport Network</p> <p>11.4.1 In <u>Growth Opportunity</u> Opportunity Areas such as Brent Cross and Colindale and around development opportunities presented by public transport nodes such as Finchley Central and Edgware the Council is seeking to deliver improved public transport services and facilities. Improved bus provision (in terms of configuration as well as capacity) will play a key role in meeting the transport needs of residents. New and extended bus services are being pursued through the Brent Cross and Colindale regeneration schemes, including better links between the two areas. This is <u>in</u> an additional to the new station at Brent Cross West (opened in 2023) being promoted and delivered by the Council.</p>
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		<p>11.4.2 Plans are currently being prepared by TfL to replace the existing Colindale Station with a new station to meet the needs of the growing population as well as provide step-free access. The <u>Government in 2023 announced Levelling Up funding for the redevelopment of the existing Colindale Underground station. Funding has also been provided for the</u> The new station (which is expected to open in 2024) is being funded by contributions from the Peel Centre development as well as from the <u>Council and TfL. The redevelopment, which is being taken forward in partnership with TfL, will increase station capacity to meet the needs of the growing population, create step-free access and support sustainable transport choices.</u></p> <p>11.4.3 West London Orbital (WLO) is a new London Overground line <u>that will use existing track</u> (formerly known as including the currently freight-only Dudding Hill Line) to <u>connecting</u> Hounslow with Cricklewood <u>and with the new station at Brent Cross West</u> and Hendon via <u>the Great West Corridor at Brentford, Old Oak, Neasden and the new station at Brent Cross West.</u> <u>The WLO is supported by the Mayor's 2018 Transport Strategy and the London Plan</u> as well as the West London Alliance (WLA) group of Local Authorities. The Council is fully supportive of this initiative and is working with the Mayor of London, Network Rail and other partners. <u>It has ensured passive provision has been made</u> to ensure that the new station at Brent Cross West is capable of accommodating the necessary interchanges.</p> <p>11.4.4 Crossrail 2 is a proposed new railway line serving London and the South East, linking Surrey to Hertfordshire via Central London destinations. A new Crossrail 2 station remains proposed at New Southgate and will be located at the end of the New Southgate branch. Crossrail 2 train infrastructure maintenance depot and stabling is <u>are</u> planned <u>to be located</u> on Oakleigh Road South and a tunnel portal to the south of the station. The land at Oakleigh Road South <u>which includes the Council's Depot,</u> (currently identified as a Locally Significant Industrial Site (LSIS) remains <u>designated as a sustainable employment location under Policy ECY01</u> as well as safeguarded for Crossrail 2 and this safeguarding is</p>
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~~both designations are~~ reflected in the Local Plan Policies Map (~~see the Changes to the Policies Map document~~). New Southgate Station is on the boundary with LB Enfield and as such the boroughs will work together to ensure the station upgrade and subsequent regeneration of the area as an Opportunity Area (as identified in the London Plan) is coordinated and benefits both existing and new residents.

11.6 Walking and Cycling in Barnet

11.6.2 Walking is an important mode of travel for short journeys (31% of all trips^{xxi}), and Barnet's network of town centres makes walking a convenient way for many residents to access services in the Borough. The Council will ensure, wherever possible, that consideration is given to improving or extending the existing strategic walking network from all development proposals within the Borough. Proposals, wherever this may be a relevant factor, should ensure that rights of way (including footpaths) in, on and around proposed development sites are maintained in order to promote and achieve sustainable and active travel in accordance with Policy TRC01.

11.6.2A Cycling ~~is becoming~~ has become ~~a~~ an more-important transport mode in Barnet. Low take-up (1% of all trips ^{ibid}) has ~~historically~~ been associated with the topography of Barnet and its rolling landscape of valleys and ridges. ~~The advent of~~ Electrical ~~electrical~~ cycles (or e-cycling) have helped encourage ~~may assist in encouraging~~ residents to take up cycling as these require less physical effort from the cyclist. The Sub Regional Transport Plan for London 2016 update reports that there has been a growth in cycle trips in Barnet. The Barnet LIP strongly supports the delivery of attractive and accessible cycle links especially in development areas, as does the BLTTS. The BLTTS identifies the provision of safe routes and cycle parking as being vital to increase the number of cycle journeys in the Borough.

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11.6.4 Policy ECC04 sets out how the Council is managing and enhancing open spaces, including Green Belt and Metropolitan Open Land to provide improved accessibility. Chapter 10 – Environment and Climate Change encourages the improvement and extension of existing off road recreational routes through green spaces and Policy GSS13 highlights how the Council supports the creation of a new Regional Park in the Brent Valley and Barnet Plateau Green Grid Area and refers to work to develop Area Frameworks as part of the All London Green Grid Strategy. This work will incorporate proposals for the improvement of the existing strategic walks and other links including cycling routes.

11.7 Promoting Active Travel and Improving Health

11.7.1 Active travel through walking and cycling can play an important part in increasing levels of activity to address poor health. The Council also recognises that active travel benefits the health of residents while having the lowest environmental impacts.- Policy CHW02 sets out how the Council will support the health and wellbeing of residents work with partners on locating health services where access can be improved, particularly for those vulnerable groups with physical or sensory impairment. Good quality walking surfaces and off-road cycle routes can assist in making walking or cycling a more feasible option for some people, including children on their way to and from school.

11.7.3 The Mayor’s Transport Strategy was revised in 2022 to refer to the contribution that road user charging could make to address the challenges of air pollution, carbon emissions and congestion – including Londonwide expansion of the Ultra-Low Emission Zone. ~~discusses the benefits of utilising incentives (such as road charges) to encourage people to make the modal shift in the area identified by the Ultra Low Emission Zone (ULEZ) to improve air quality. From The part of the Borough October 2021, land south of (but not including) the North Circular (A406) has been~~ will be included^{xxiii} in the ULEZ zone since October 2021. In August 2023 this was extended by the Mayor to cover most of the

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		<p>roads in the Borough (and all London boroughs). and Any any petrol or diesel vehicle driven within this enlarged the ULEZ area will also needs to meet new tighter emissions standards or pay a daily charge.</p> <p>11.7.4 Accident rates in Barnet have fallen dramatically since 2000 (98 people were killed or seriously injured in road traffic accidents in the Borough in 2014 compared with 261 in 2000^{xxiii}) but the rate of decline has now slowed. <u>remain high in comparison to the London average²²</u> As set out in the LIP, Barnet will seek to achieve the Mayor's Vision Zero ambition <u>(as set out at London Plan (para 10.2.8))</u> of zero killed or seriously injured road traffic casualties by 2041.</p> <p>11.7.6 Transport modelling and assessments of proposed developments should therefore demonstrate that there will be no negative <u>is not an unacceptable impact on to the</u> highway safety or <u>severe residual cumulative impacts (in terms of highway/traffic management, safety or otherwise)</u> on the functioning of the road network as a result of the proposal. Where negative such impacts are identified remedial actions would need to be identified and agreed by the relevant agencies in order to make to development acceptable. <u>These would be secured through planning obligations or agreements under section 278 (Highways Act 1980) in accordance with Regulation 122 of the Community Infrastructure Levy Regulations 2010.</u></p> <p>11.8 More Environmentally Friendly Transport Networks</p> <p>11.8.3 In Barnet the issue of climate change and the contribution of traffic to it, will be mitigated through support for mixed use developments, particularly in Barnet's Growth Areas and by comprehensively tackling the school run, ensuring that school travel plans include ambitious targets for walking and cycling. <u>Within the forthcoming Sustainable Design and Construction</u> In Barnet's suite of design</p>
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²² Number of killed or seriously injured road casualties (3-year average) in Barnet, Department of Transport 2023.

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		<p>guidance SPDs the Council <u>will</u> sets out generic design and construction principles to reduce the contribution of travel to Barnet's carbon footprint. The Council is exploring alternatives to private vehicles such as car clubs and bike hire to encourage modal shifts.</p> <p>11.8.4 Travel planning associated with major developments also has a role to play in encouraging use of more sustainable transport modes. <u>In assessing and mitigating transport impacts, regard should be made to London Plan Policy T4.</u> Detailed travel plans for all proposed uses should be submitted with an application. At Brent Cross for example, the developers have submitted a framework travel plan for all land uses as part of the outline application. <u>The Council requires contributions for monitoring to ensure that travel plans are implemented, and outcomes achieved.</u></p>
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MM 72	Chapter 11 Policy TRC02 and consequential changes to supporting text Paras 11.10.2, 11.10.3, 11.11.1, 11.11.4, 11.11.6, 11.11.6A & 11.11.7	<p>Policy TRC02 – Transport Infrastructure</p> <p>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.</p> <p>A. a) The Council will in particular <u>facilitate contributions from development to and</u> support the delivery of key new transport infrastructure, including (but not restricted to):</p> <ul style="list-style-type: none"> i. <u>a) A new rail station at Brent Cross West and public transport interchange;</u> ii. <u>b) A replacement or remodelled and improved bus station at Brent Cross North Shopping Centre;</u> iii. <u>c) An upgraded and enlarged Colindale new Underground underground station and enhanced public transport interchange at Colindale.</u> iv. <u>d) 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;</u> v. <u>e) Crossrail 2 at New Southgate, including safeguarding for the railway and for worksites at Oakleigh Road South as shown on the Local Plan Policies Map;</u> vi. <u>f) New bus stopping and standing arrangements in North Finchley to allow for redevelopment of the bus station for commercial uses;</u> vii. <u>g) Interchange improvements at Edgware. Bus operations and the function of the bus station and the garage must be protected or re-provided as part of any redevelopment. London Underground infrastructure and operations must also be maintained</u>
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~~-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 for the provision of new facilities.~~

B. The Council's ~~has an adopted~~ Long Term Transport Strategy (BLTTS) (2020-2041) identifies additional boroughwide improvements necessary to support growth. The Council~~It will work with National Highways England, TFL, Network Rail and others to deliver schemes and boroughwide improvements identified within the BLTTS BLTTS document. In progressing schemes and improvements particular~~ the Council will :

~~_____ i. a) 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. b) 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 c) To~~ deliver and promote infrastructure for electric or other ultra-low emission vehicles;~~and~~

~~_____ iv d) work with TFL to identify and protect land for enhancing rail capacity, including for the stabling of trains and sidings; and.~~

~~_____ v e) identify and deliver projects that enhance the pedestrian and cycling network in Barnet, such as the Barnet Loop.~~

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C. The Council will work with key partners to bring forward capacity improvements, identified as required in the Strategic Transport Assessment and in particular TfL and Network Rail, to address cumulative impacts of growth at underground and rail stations, TfL to secure improvements to bus services and TfL/National Highways for those to the road network;

D. Transport infrastructure improvements are included in the Infrastructure Delivery Plan (IDP). The Council will have regard to the IDP when assessing planning applications, securing planning obligations / legal agreements as necessary and taking decisions on applying CIL.

E.) The feasibility of other public transport improvement projects will be explored, and where appropriate existing public transport operational facilities protected and enhanced and provision of new facilities supported.

11.10 Ensuring Efficient Use of the Local Road Network

~~11.10.2 Construction maintenance and utility work can have a serious impact on the transport network. Therefore, the Council will require submission and approval of Construction Traffic Management Plan (CTMP) / Construction Logistics Plan (CLP) before works are carried out.~~

11.10.3 The Council will work with TfL on improving the local bus network, with the aim of more closely and efficiently matching demand and capacity and improving public transport accessibility overall. The Council will also seek a review of how the night tube and the local night time economy has impacted on the night bus network and to provide appropriate facilities for coaches, private hire vehicles and taxis. The improvement of orbital connectivity through improvement and extension of bus services within

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Barnet is vital to ensuring genuine and effective alternatives to private vehicle use. In instances where orbital connectivity is considered to be inadequate, the Council will support developer contributions in order to improve orbital public transport services.

11.11 Delivery of High Quality Transport Systems in Growth Areas

11.11.1 Major growth across Barnet provides opportunities to deliver high quality transport improvements in a planned and structured manner, and closely co-ordinated with other transport authorities, including adjacent boroughs. The Council's transport objectives and requirements relating to highway and road network impacts are set out in Policy TRC01. ~~Barnet's Growth Areas are supported by a range of planning documents including area action plans, development frameworks, transport assessments/ statements, Travel Plans, negotiated planning (S106) and highway agreements (S278), planning conditions and delivery plans. These tools enable developments to be appropriately phased and aligned with investment to deliver proposed improvements to transport and the public realm. Outside these areas the Council requires Transport Assessments / Statements and Travel Plans as set out in Policy TRC01.~~

11.11.4 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 bus station has been approved as part of the 2014 Section 73 planning permission. However, if that were not to come forward as approved, a remodelled and improved bus station would otherwise be supported at Brent Cross North. ~~The new bus station at Brent Cross will replace the~~

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~~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.~~

11.11.6 These approaches set the basis for the preparation of detailed transport mitigation and improvements likely to be required in association with future redevelopment proposals within town centres. These proposals should be informed by the outputs of an area wide transport model. These will be delivered through Community Infrastructure Levy (CIL), ~~§106~~ planning obligations and other contributions from development.

11.11.6A The Local Plan is supported by a Strategic Transport Assessment (STA). The STA assessed the cumulative impact of growth and development as set out in the Local Plan, including those impacts relating to the highway network (strategic and non-strategic) and public transport (bus and rail). The Barnet Long Term Transport Strategy (BLTTS) articulates the vision for transport in Barnet to 2041. It sets out proposals to achieve the vision supported by high level actions, with associated timescales and delivery plans. Section 3 of the BLTTS focuses on 2041 looking at predicted changes in how people use transport networks, understanding changes in journey time and journey purpose together with the mode of transport that people will have available to them in future. Policy TRC02 sets out a range of transport infrastructure that the Council has identified as required to support growth. Policy TRC02A sets out the specific large-scale interventions that are required in the Growth Areas or which are significant transport infrastructure projects in their own right and relate closely to policies GSS09 and GSS11. The items listed under TRC02B are more general improvements of boroughwide importance that have been identified as being required in the BLTTS . Items under TRC02C are capacity improvements at Underground and rail stations identified as required in the STA to support cumulative impacts of growth. The Council will work with its partners to bring forward the improvements. It is likely that the items in TRC02B will be brought forward incrementally over time and will be led by the Council. Items in TRC02A are substantial transport infrastructure projects that will require significant external funding. The Council will use its powers and influence to support and bring forward these projects but their realisation will depend to a large extent on other bodies including Government. The improvements identified within the

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		<p><u>STA (pages 14 and 16) and the BLTTS (Section 3) will inform updates to the Infrastructure Delivery Plan which is a living document which the Council uses to monitor the infrastructure required to support growth and inform expenditure of Community Infrastructure Levy, planning obligations and other funding.</u></p> <p>11.11.7 To help keep Barnet moving whilst minimising carbon emissions the Council will encourage greater numbers of electric vehicles. <u>Charging points for electric vehicles should be provided in accordance with Policy TRC03.</u> New development is required to provide a proportion of the car parking spaces in the development with charging points for electric vehicles in accordance with London Plan Policy T6, with at least 20 per cent of spaces for new residential development having active charging facilities, and passive provision for all remaining spaces, i.e. the infrastructure should be in place to ensure they can be made into active spaces in the future. All car club parking spaces should be supplied with an active charging point for electric vehicles. Charging facilities are now also available from some on street car parking spaces and car parks. For more detail on electric car charging points see https://tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging or Electric vehicles in Barnet Barnet Council.</p>
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MM 73	<p>Chapter 11</p> <p>Transport and Communications</p> <p>Policy TRC03 And consequential changes to supporting text</p> <p>Paras 11.12.1 to 11.12.10 & Table 20 (as renumbered)</p>	<p>Policy TRC03 – Parking Management</p> <p>The Council will expect development to provide limit car and motorcycle parking in accordance with the London Plan standards (Policy T6. Car Parking and Policies T6.2-T6.5.), except in the case of residential development (<u>Policy T6.1</u>).</p> <p><u>A. a) The Council will expect residential development to provide parking in accordance with Table 23 20. Parking permits may be issued for development in Controlled Parking Zones (CPZs) in line with the</u></p>
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		<p><u>maximum permission level that would be permissible for schemes as set out in Table 23 20, taking account of any on-site provision and subject to any capacity for additional on-street parking.</u></p> <p><u>B.</u> b) Where development is proposed, and it is deemed a <u>new or amended</u> CPZ is necessary, the then it should be in place within the surrounding area of the development before occupation. A developer <u>may be required to make a contribution towards the implementation or alteration</u> and monitoring of the CPZ will be agreed as part of the planning permission.</p> <p><u>C.</u> e) <u>In car free development, where no parking would be provided within a development site,</u> Residential parking permits will only be available to Blue Badge holders in car free developments. Disabled Persons parking should be provided in accordance with London Plan Policies T6.1 and T6.5.</p> <p><u>D.</u> d) Where development proposals involve a reduction of existing off-street car parking spaces, the developer must demonstrate that sufficient parking will remain in the area to serve local needs. <u>Where sites are redeveloped, parking provision should reflect the standards in Table 20 for residential development and the London Plan standards for non-residential development, and not be re-provided at previous levels where this exceeds the standards.</u></p> <p><u>E.</u> e) Cycle parking is to be delivered in accordance with London Plan Standards set out in <u>London Plan</u> Policy T5 Cycling.</p> <p><u>F.</u> f) Electric Vehicle charging points to be delivered in accordance with <u>Part S of the Building Regulations</u> London Plan Standards as appropriate for the use.</p>
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		<p>G. g) <u>In accordance with London Plan Policy T6.1 (Part D), where appropriate spaces Spaces with active charging facilities are encouraged. These should be available for car club vehicle parking along with car club membership for future residents of the development as an alternative to private parking within the agreed maximum car parking provision.</u></p> <p>H. h) <u>Appropriate provision should be made for efficient deliveries and servicing.</u></p> <p>I. <u>The Council will require a Parking Design and Management Plan for all applications which include car parking. The extent of the Parking Design and Management Plan should be proportionate to the scale and type of development proposed, assess appropriate provision levels and any capacity for proposed on-street parking.</u></p> <p>J. <u>Where on-street parking surveys are undertaken, the scope of the survey should be agreed in advance with the Council.</u></p>
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11.12 Parking

11.12.1 London is a diverse city, and as such it requires a flexible approach to identifying appropriate levels of car parking. As an Outer London borough Barnet faces the challenge of low levels of overall public transport accessibility, especially in the north of the Borough. This is compounded by a lack of orbital travel options. The Mayor's London Plan sets out maximum car parking standards for residential and non-residential uses and advocates that such standards should not be exceeded. For non-residential uses the Council supports the application of London Plan car parking standards. For residential uses the Council advocates an approach which is more reflective of local circumstances.

~~11.12.2 Barnet's Car Parking Study sets out the basis for a locally specific approach to parking provision. The Council accepts the need for restraint in terms of car parking management, but intends to apply the standards set out in Table 23 for residential developments with sensitivity to local circumstances. The accessibility of individual locations will be taken into consideration, based on:~~

- ~~• The public transport accessibility level (PTAL);~~
- ~~• Travel Time Mapping (TIM);~~
- ~~• Opportunities for sustainable orbital travel~~
- ~~• Orbital access by public transport ;~~
- ~~• Parking stress including the level of on-street parking control;~~
- ~~• Population density and parking ownership of surrounding areas;~~
- ~~• Location and proximity to local services (i.e. is it in a town centre);~~
- ~~• Ease of access by cycling and walking; and~~
- ~~• Other relevant planning or highways considerations, such as to whether the proposal is a conversion of an existing use.~~

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		<p>11.12.3 The improvement of orbital connectivity of bus services within Barnet is vital if suitable alternatives to the private vehicle are to be effective. For this reason a method to calculate the level of orbital access by public transport has been developed. This is available in Appendix A of the Car Parking Standards Report 2021. Developers in PTALs 5 and 6 need to determine the level of orbital access for their site to determine the car parking requirements.</p> <p>11.12.4 Appropriate parking levels for disabled people, that meets London Plan standards, should always be provided in developments. This may include visitors parking for disabled residents who may have regular visitors such as carers and provision should also be made for motorcycle parking. Parking requirements for the emergency services which have particular operational needs will need to be assessed on an individual basis. All other uses except residential should <u>provide limit parking in accordance with the relevant London Plan parking standards. Uses which don't have parking standards set out in the London Plan will be required to be assessed by the developer as part of the a <u>Parking Design and Management Plan. Transport Assessment Parking Design and Management Plans should demonstrate compliance with the requirements of Policy TRC03(l) and the maximum standards in Table 20 and be submitted with the application. The level of detail contained in the document should be proportionate to the scale and type of the development.</u></u></p> <p>11.12.5 Appropriate car club and visitor parking must be included in the overall parking figures for the relevant uses and not be additional to the number calculated as appropriate. The Council will seek appropriate car club parking ratios in locations with higher PTALs mainly in town centres and Growth Areas. On street parking management and controls will be applied appropriately taking into consideration local conditions and issues, and to ensure the free flow of traffic. Where parking pressure has been identified in residential neighbourhoods a Controlled Parking Zone (CPZ) <u>may</u> could be introduced, in consultation with residents, to ensure existing residents have access to parking in their own area.</p>
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		<p>11.12.6 Some developments however, may have difficulty meeting parking requirements, particularly in town centres. In these situations and when public transport and active travel is available, the Council will show flexibility in the assessment of parking requirements. Where necessary within CPZs the Council will restrict new residential occupiers from obtaining car parking permits through a planning obligation in a legal agreement. The specific approach in the legal agreement will depend on the PTAL of the site and whether the site is within a Metropolitan or Major Town Centre or in an Opportunity Area identified in the London Plan, as the Council will apply the maximum standards set out in Table 23 20, as a cap on the number of CPZ permits able to be applied for per property. The cap in the planning obligation will also depend on the number of spaces that are provided within the development itself. In some cases it could be appropriate to block the occupiers from obtaining CPZ permits through a planning obligation in a legal agreement, in other cases it may be appropriate to impose a cap per dwelling which is aligned to the standards in Table 23 20, also enforced through a planning obligation in a legal agreement. This will help reduce parking congestion in town centres for other users. The Council may seek to ensure that new or updated CPZs become effective prior to the occupation of a development proposal where unacceptable impacts on local highway conditions would otherwise result. In order to determine the suitability of parking arrangements, the Council promotes the use of the parking survey methodology set out in the guidance produced by Lambeth Council²³, which is an industry accepted method for parking assessments. The Council may seek to ensure that new or updated CPZs become effective prior to the occupation of a development proposal where unacceptable impacts on local highway conditions would otherwise result.</p> <p><u>11.12.6A Mixed use town centre development should provide parking in accordance with the standards set out in London Plan policies T6 – T6.5. Where parking is provided, off-street spaces should be secure where possible and on-street spaces should be provided as part of public realm improvements. Off-street spaces may be subject to a S106 legal agreement to control the layout of the parking spaces, the nature of the users and the pricing structure. Where parking is provided the Council will encourage the allocation of spaces for low emission vehicles, car clubs, pool cars, cycle hire and parking, and electric vehicle charging equipment.</u></p>
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		<p>11.12.7 Also where development proposals are on the edge of a CPZ, or are within a CPZ with controlled hours, the streets in close proximity but outside the CPZ will need to be included in the parking survey to ensure parking stress is not increased in the surrounding area not covered by the CPZ. The scope of the on street parking surveys must be agreed in advance with the Council. With regards to larger scale phased development, particularly within Growth Areas, the Council will, take a flexible approach to parking ratios in the early phases as long as the overall quantum does not exceed the maximum car parking standards. This would be on the basis that sufficient alternative and more sustainable travel options are provided for each phase of development. Phased development should also ensure that appropriate active and public transport measures are provided for each phase in order to encourage sustainable travel whilst protecting the surrounding local amenity (e.g. CPZ protections).</p> <p>11.12.8 The Council will require a Car Parking Design and Management Plan to be submitted for all applications which include car parking. This should incorporate TfL guidance²⁴ on car parking management and design.</p> <p>11.12.9 Levels of car parking provision can also be reduced through the delivery of car club parking bays and pool cars which promote a more efficient use of parking spaces. A network of car club bays spread across the Borough, <u>both on-street and off-street</u>, should provide a convenient and cost-effective alternative to owning a private car. Developers providing memberships to car clubs for periods of 3 to 5 years assist residents in moving away from dependence on private vehicles.</p> <p><u>11.12.10 Electric vehicle charging points should be delivered in accordance with Part S of the Building Regulations.</u> Parking for bicycles and electric vehicle charging points will generally be provided in accordance with the London Plan^{xxiv} and meet the London Cycling Design Standards for all new development or as agreed in a Travel Plan. Edgware Town Centre is identified in the London Plan^{xxv} as requiring higher than minimum cycle parking standards. Major residential, high density developments should provide secure onsite cycle spaces for each unit. Mixed use town centre development should</p>
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²³ Lambeth Council Parking Survey Guidance Note

²⁴ Transport for London Supplementary Guidance on Car Parking

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~~provide secure off-street space where possible as part of the development and on-street spaces as part of public realm improvements.~~ Showering and changing facilities for cyclists should be provided as part of all non-residential development. Provision of safe, secure and sheltered cycle parking facilities, for commuters and visitors to town centres should also be considered.

Table 23 20 – Residential Car Parking Standards

PTAL	Maximum spaces per unit*	
	LBB Proposed Parking Standards for 1/2 bed units	LBB Proposed Parking Standards for 3+ bed unit
0	1.25	1.5 ^Δ
1	1.25	1.5 ^Δ
2	0.75	1
3	0.75	1
4	0.5-0.75 [#]	0.5-0.75 [#]
5	Car free ~ †	Car free ~ †
6	Car free ~	Car free ~

* Metropolitan and Major Town Centres to be Car Free~; and Up to 0.5 spaces per dwelling be allowed for developments within London Plan Opportunity Areas (except for areas with PTAL 5 or 6 which should be car-free).

~ With the exception of disabled persons parking, see Part G London Plan Policy T6 .1 Residential parking.

~~† Where the orbital PTAL is 4 or less minimal parking for car club schemes to be considered~~ † Where the orbital PTAL is 4 or less minimal parking for car club schemes to be considered.

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		<p># When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum.</p> <p>△ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing.</p>
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MM 74	<p>Chapter 11</p> <p>Transport and Communications</p> <p>Policy TRC04 And consequential changes to supporting text</p> <p>Paras 11.13.1 & 11.13.4A</p>	<p>Policy TRC04 – Digital Communication and Connectivity</p> <p>The Council <u>supports the delivery of full-fibre or equivalent digital infrastructure, with particular focus on areas of the Borough with gaps in connectivity and barriers to digital access.</u> It will promote the development of advanced, high quality communications infrastructure to support economic growth and more accessible, inclusive communities and enabling residents to work from home. Developments should facilitate high speed broadband and advancement in communication networks where possible.</p> <p>Proposals for the installation of telecommunications equipment will be permitted where it can be demonstrated that:</p> <ul style="list-style-type: none"> <u>A.</u> i. There is no significant adverse effect on the external appearance of the building on which, or space in which, they are located; <u>B.</u> ii. The special character and appearance significance of all heritage assets <u>isare preserved conserved</u> or enhanced <u>in accordance with Policy CDH08</u>; <u>C.</u> iii. The possibility of sharing facilities, such as masts, cabinet boxes and satellite dishes, and erecting antennae on existing buildings or other structures has been fully explored and where practical becomes the preferred location; <u>D.</u> iv. Technologies to minimise and camouflage any telecommunications apparatus have been explored; <u>E.</u> v. They are appropriately designed, coloured and landscaped to take account of their setting, and are sited in context with their setting;
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		<p><u>F.</u> vi. The heights and usage of surrounding buildings and screening opportunities have been taken into account and</p> <p><u>G.</u> vii. There is no significant adverse impact on the visual amenities of neighbouring occupiers.</p> <p>Where buildings or other structures taller than 3 storeys are proposed these should not interfere with existing broadcast and electronic communications services, particularly CCTV. Where such interference is unavoidable mitigating measures are required to ensure that the quality of existing signal reception is maintained as a minimum.</p>
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11.13 Digital Communication

11.13.1 Advances in communication technology have transformed the way people work. With increased on-line services and growth of home-based workers, combined with more flexible working practices, the expectation is the pattern of commuter travel will change further as more people are able to travel less frequently and also outside the busiest times. London Plan Policy SI 6 highlights the importance of support within local plans for the delivery of full-fibre or equivalent digital infrastructure, with particular focus on areas with gaps in connectivity and barriers to digital access. The Council is generally supportive of proposals that improve e-infrastructure and access to business services / managed workspaces in town centre locations. As communications infrastructure can be obtrusive the Council will discuss placement and setting of the infrastructure with the provider. Where the placement has the potential to impact on the significance of a heritage asset, the Council will have regard to Policy CDH08. Providers should consider how the design, colour and landscaping can be best utilised to avoid or minimise impacts of their proposal.

11.13.4A The Council is increasing the number and coverage of CCTV cameras to provide improved security and safety for residents; especially in the areas where there is increasing development density and mixed-use is being promoted. This will involve improved coverage for town centres, including extensions to the network of smaller town centres and parades, alongside camera networks at transport nodes such as Underground and bus stations. This will also include consideration of CCTV around the entrances to parks and along the Borough's network of highways for safety and security benefits.

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MM 75	Chapter 12 Delivering the Local Plan Paras 12.1.1, 12.1.1A, 12.4.1, 12.4.3, 12.5.1, 12.5.1A to 12.5.1G, 12.6.1, 12.6.2, 12.8.1 & Table 24 (re-numbered to Table 21 to reflect previous MMs)	<p>12.1 Introduction</p> <p>12.1.1 As a London borough, Barnet has powers under planning and other legislation to help ensure that the development that is set out in this Local Plan is delivered. This Chapter highlights the powers that Barnet has as Local Planning Authority to help deliver development and the Council's wider corporate objectives. <u>It also highlights that in delivering the Local Plan the Council will utilise London Plan Policy DF1, particularly with regards to the prioritisation of Planning Obligations.</u> As a local planning authority determining planning applications, the Council will determine applications in accordance with policy set out in this local plan unless material considerations indicate otherwise.</p> <p><u>12.1.1A Each year the Council publishes an Infrastructure Funding Statement (IFS). The IFS sets out the types of infrastructure that the Council as Charging Authority considers will be or may be funded by CIL and a report about CIL and planning obligations for the past financial year.</u></p> <p>12.4 Delivering infrastructure alongside development</p> <p>12.4.1 An important role of the planning system is to identify and coordinate the provision of infrastructure. The Council council has prepared <u>produced</u> an Infrastructure Delivery Plan (IDP) in order to help do this effectively, and to support a review of the CIL Charging Schedule which is ongoing and explained further below. <u>This was examined as part of the CIL Charging Schedule Review in 2021.-This is a living document that the Council intends to update on a regular basis and for which a version was examined as part of the CIL Charging Schedule Review in 2021.</u></p>
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~~12.4.3 The IDP is a “living” document that will be used as a tool for helping to deliver infrastructure and it will be monitored and revised where necessary. The IDP is used to inform the Council’s capital programme and its work in terms of supporting other agencies delivering infrastructure requirements, particularly through developer contributions, such as Community Infrastructure Levy and S406-planning obligations.~~

12.5 Funding of Infrastructure including Community Infrastructure Levy (CIL)

~~12.5.1 The IDP is being used to support a review of the Barnet CIL Charging Schedule which is being brought forward ahead of this local plan to help ensure developments pay an appropriate contribution towards infrastructure through the levy and to secure more funding for infrastructure to deliver the Local Plan objectives. The rate for residential, which comprises the majority of charges applied, is proposed to increase from circa £200 per square metre to £300 per square metre. Actual receipts from CIL are very difficult to anticipate in advance as receipts are dependent on planning permissions being implemented and some planning permissions are not implemented or take some time to be implemented as sites changes hands or schemes are revised. An estimate undertaken for the charging schedule review indicated that circa £500 million could be collected through CIL though the lifetime of this plan, if all of the development set out in the plan is granted permission after adoption of the new charging schedule and comes forward. It is therefore anticipated that the Council’s current projection of collecting £10 million a year in CIL, could increase to £33 million a year. This will not be sufficient to provide all the infrastructure required as set out in the IDP, so the Council will need to secure other funding from other infrastructure providers / funders as well as using its other income streams effectively. A new CIL Charging Schedule came into effect on 1st April 2022, which increased the residential rate by 50 per cent. Actual receipts from CIL are very difficult to anticipate in advance as receipts are dependent on planning permissions being implemented and some planning permissions are not implemented or take some time to be implemented as sites changes hands or schemes are revised. An estimate undertaken for the charging schedule review indicated that circa £500 million could be collected through CIL though the lifetime of this plan, if all of the development set out in the plan is granted permission after adoption of the new charging schedule and comes forward. It is therefore anticipated that the Council’s current~~

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		<p>projection of collecting £10 million a year in CIL, could increase to £33 million a year. This will not be sufficient to provide all the infrastructure required as set out in the IDP, so the Council will need to secure other funding from other infrastructure providers / funders as well as using its other income streams effectively.</p> <p><u>12.5.1A On an annual basis the Council agrees allocations for Strategic CIL expenditure going forward. These priorities are reflected in the Infrastructure List of the Infrastructure Funding Statement (IFS) which is updated each year. An Infrastructure Payments Policy, under section 73a of the CIL Regulations 2010 (as amended) was adopted by the Council alongside adoption of the new Charging Schedule on 1st April 2022. Under the Infrastructure Payments Policy the Council may accept one or more land and/or infrastructure payments in place of the whole, or part of, the CIL due in respect of a chargeable development. The Council considers, that alongside continuing to make exceptional circumstances relief available, allowing infrastructure payments would ensure the most efficient method for delivery of infrastructure to support development alongside balancing any unacceptable viability impacts of the increase to the CIL rates, especially on strategic sites.</u></p> <p><u>12.5.1B As S106 contributions will only be sought in accordance with the Regulation 122 tests, the scale and type of contributions required will vary depending on the development proposed and the need to address its impact. If a proposal demonstrates through an independently verified viability assessment that it is undeliverable with the full set of policy and S106 obligation requirements, the Council will prioritise the requirements in accordance with London Plan Policy DF1(D). The Council also supports the exceptional circumstances relief from CIL procedure and the Infrastructure Payments Policy rather than reducing S106 contributions or not meeting policy requirements, although each planning application will need to be considered on its merits and a balanced planning judgement taken when planning applications are determined. Developers should note that if they are proposing to provide infrastructure in kind, it will need to be identified on the Infrastructure List, published in the Infrastructure Funding Statement, and it cannot be necessary to the make the development granted by the relevant permission</u></p>
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		<p><u>acceptable in planning terms (i.e. a S106 requirement) under Regulation 73A of the Community infrastructure Regulations 2010 (as amended).</u></p> <p><u>12.5.1C The Council will continue to use its powers in the most effective way possible to deliver infrastructure to support growth set out in the Local Plan. This will include securing other sources of funding through central government, Transport for London, the GLA, public sector borrowing where necessary and effective use of CIL and s106. In accordance with government guidance and the CIL regulations 2010 (as amended), the Council's Infrastructure Funding Statement will set out how CIL is proposed to be used (the Infrastructure List under Regulation 121A(1)(a)) and what CIL and s106 funding is secured and spent on an annual basis.</u></p> <p>12.6 Planning obligations</p> <p>12.6.2 Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. NPPF (para 56) highlights that planning obligations must only be sought where they meet all of the following tests:</p> <ol style="list-style-type: none"> a) necessary to make the development acceptable in planning terms; b) directly related to the development; and c) fairly and reasonably related in scale and kind to the development. <p>12.6.4 The items sought through a planning obligation will vary depending on the development scheme and its location. Considerations that may require S106 include:</p> <ul style="list-style-type: none"> • improvements to public transport infrastructure, systems and services (<u>Policies TRC01 and TRC02</u>); • <u>contributions to the carbon offset fund where development can demonstrably not meet net zero carbon policy requirements on site (Policy ECC01)</u>; • education provision (<u>Policy CHW01</u>);
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		<ul style="list-style-type: none"> • affordable or special needs housing (<u>Policies HOU01 and HOU04</u>); • health facilities (<u>Policy CHW01</u>); • small business accommodation and training programmes to promote local employment and economic prosperity (<u>Policies ECY01, ECY02 and ECY03</u>); • town centre regeneration, promotion, management and physical environmental improvements including heritage and conservation (<u>Policy TOW01</u>); • improvements to highways and sustainable forms of transport <u>including cycling and walking</u> (<u>Policies TRC01 and TRC02</u>); • environmental improvements including air quality (<u>Policy ECC02</u>); • provision of public open space and improving access to public open space (<u>Policy ECC04</u>); • other community facilities including policing (<u>Policy CHW01</u>); and • other benefits sought as appropriate. • <u>CCTV enhancements in town centres or the incorporation or replacement of CCTV cameras on redeveloped buildings in town centres (Policy TRC04);</u> • <u>contributions to ensure that parking impacts from new development are managed, such as monies to implement or vary controlled parking zones including restrictions on occupiers parking permits (Policy TRC03);</u> • <u>commitments to energy supply infrastructure such as decentralised energy (Policy ECC01);</u> • <u>contributions or infrastructure towards addressing flooding issues (Policy ECC02A);</u> • <u>affordable workspace contributions (Policy ECY02) (A financial contribution would only be sought if the development does not meet the required standard onsite);</u> • <u>Travel Plan Monitoring contributions (Policy TRC01); and</u> • <u>playspace where it is not possible to meet the required standard on site (Policy CDH07).</u>
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		<p>12.6.5 Details for how these considerations will be identified and negotiated for Barnet <u>will be</u> are set out as <u>guidance</u> in the <u>forthcoming</u> Planning Obligations SPD.</p> <p>12.8 Viability</p> <p>12.8.1 NPPF (para 57) highlights that where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.</p> <p>12.9 Monitoring</p> <p><u>12.9.2 The Council has committed to undertake an early review of the Local Plan. An effective approach to monitoring is necessary to fit together with the process of review in order to inform the scope of policies both strategic and non-strategic policies which may need to be updated. The NPPF indicates that the evidence base for Plans should be adequate and proportionate. The Council acknowledges that with a commitment to an early review of the Plan it may be more difficult to measure longer term trends. Therefore, some of the policies of the Plan may endure to subsequent reviews whereby the effectiveness of the delivery of those policies would be easier to ascertain if underpinned by effective monitoring. This will be set out in the Authorities Monitoring Report. Therefore, the Council considers it reasonable and appropriate for the purposes of performance triggers/actions in the Plan, that any strategic policies are simply identified as within the scope of the early review and that performance triggers and contingencies are identified for non-strategic policies within Table 21.</u></p>
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MM 76	Chapter 12 Delivering the Local Plan Table 24 – Monitoring Indicators (as submitted, now re- numbered to Table 21 to reflect previous MMs)	Category/ Number	Key Perform ance Indicator	Policy	Target (if applicable)	<u>Trigger & Contingencies</u>	Source of Monitoring Information
		Housing					
		1	Housing supply – number of net addition al dwelling s complet ed in the Borough	BSS01: Spatial Strategy for Barnet	Deliver 35,460 new homes between 2021 and 2036	<u>Strategic Policy within scope of early review</u>	Planning database ²⁵ and on-site monitoring
		2	Housing supply – number of net addition al dwelling s complet ed in strategie locations	GSS01: Delivering Sustainable Growth	Delivery of new homes between 2021 and 2036 in accordance with time periods set out in Table 5.		Planning database and on- site monitoring
		3 2	Housing supply – allocate d land for develop	GSS01: Delivering Sustainable Growth	Delivery of new homes through Site Proposals in	<u>Strategic Policy within scope of early review.</u>	Housing trajectory Planning database

²⁵ Planning database includes planning appeal decision letters

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			ment progress		accordance with Schedule of Proposals Table 5A		
		<u>43</u>	Affordable housing delivered as % of net additional dwellings	HOU01: Affordable Housing	Minimum 35% affordable housing from all developments of 10 or more dwellings.	<u>Negative trend</u> <u>Identify any local problems and barriers to delivery against London Plan targets</u> <u>Annual review with London Plan team to understand any London-wide problems on delivery.</u> <u>If following the above, the negative trend prevails to the next Local Plan mandatory review, consider whether updates to Policy HOU01 are required.</u>	Planning database, <u>S106 monitoring and Affordable Housing team</u>
		<u>3A</u>	First Homes-delivered as % of affordable housing	HOU01: Affordable Housing	Government target that at least 25% of affordable homes are First Homes	<u>Negative trend</u> <u>Identify any local problems and barriers to delivery of First Homes as part of London Plan targets.</u> <u>Annual review with London Plan team to understand any London-wide problems on delivery.</u> <u>If following the above, the negative trend prevails to the next Local Plan mandatory review, consider whether updates to Policy HOU01 are required.</u>	Planning database, <u>S106 monitoring and Affordable</u>

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		<u>54</u>	Housing mix – building the right homes for the next generation	HOU02: Housing Mix	New homes delivered in accordance with HOU02 dwelling size priorities	<p><u>Negative trend</u></p> <p><u>Through Annual Planning Agents Forum work with key partners, developers and landowners to identify any local problems and barriers to delivery against Barnet's priorities</u></p> <p><u>Renew evidence base on housing need.</u></p> <p><u>Compare with other London boroughs.</u></p> <p><u>If negative trend prevails to the next Local Plan mandatory review, consider whether updates to Policy HOU02 are required.</u></p>	Planning database
		<u>65</u>	Conversions and Re-development of <u>Larger Homes</u> – management of family housing stock	HOU03: Residential Conversions and Re-development of Larger Homes	No conversion or re-development of larger houses in locations that are either in an area with a PTAL of 2-4 or less OR are not within 400 metres walking distance of a Major or District	<p><u>Annual increase in loss of existing family housing stock allowed at appeal</u></p> <p><u>Work with Registered Social Landlords, amenity societies and planning agents to identify local problems .</u></p> <p><u>Renew evidence base on housing need.</u></p> <p><u>Compare with other London boroughs.</u></p> <p><u>Consider the need to produce new SPD on ensuring that the Plan is delivering new homes for the next generation.</u></p> <p><u>If annual increase in loss of existing family housing stock allowed at appeal persists to the next Local Plan mandatory review,</u></p>	Planning database

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					<p>Town Centre</p> <p><u>Contribution to housing supply from sites that have existing or planned PTALs of 3-6 or are located within 800m walking distance of a station or town centre boundary.</u></p> <p><u>Contribution to family sized homes</u></p>	<p><u>consider whether updates to Policy HOU03 are required.</u></p>	
		76	Specialist housing – 275 number of	HOU04: Specialist Housing	Delivery in accordance with London Plan <u>Policy H13</u>	<p><u>Negative trend</u></p> <p><u>Work with Health and Wellbeing Board to identify any local problems and barriers to delivery against London Plan targets.</u></p>	<p>Planning database <u>and Adults and Health Directorate</u></p>

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		specialist older persons homes provided <u>annually</u>			<p><u>Annual review with London Plan team to understand any London-wide problems on delivery.</u></p> <p><u>If following the above, the negative trend prevails to the next Local Plan mandatory review, consider whether updates to Policy HOU04 are required.</u></p>	
	<u>87</u>	Specialist housing – management of Houses in Multiple Occupation (HMO)	HOU04: Specialist Housing	All new HMOs meet requirements of the Council's Additional Licensing Schemes	<p><u>Increase in number of unlicensed HMOs</u></p> <p><u>Work with amenity societies and planning agents to identify and understand local problems.</u></p> <p><u>Renew evidence base on housing need.</u></p> <p><u>Compare with other London boroughs.</u></p> <p><u>If the increase in number of unlicensed HMO persists to the next Local Plan mandatory review, consider whether updates to Policy HOU04 are required.</u></p>	Planning database and Environmental Health Private Sector Housing Team
	<u>98</u>	Specialist housing – management of student accommodation	HOU04: Specialist Housing	All new student accommodation subject to a Student Management Plan	<p><u>Increase in student accommodation (approved at appeal) without a Student Management Plan</u></p> <p><u>Work with academic institutions (including Middlesex University) and student housing providers to identify local problems.</u></p> <p><u>Renew evidence base on housing need.</u></p> <p><u>If the increase in student accommodation (approved at appeal) without a Student</u></p>	Planning database and <u>S106 monitoring</u>

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						<p><u>Management Plan persists to the next Local Plan mandatory review, consider whether updates to Policy HOU04 are required.</u></p>	
		<u>9</u>	<u>Barnet's Town Centres Housing Supply</u>	<u>GSS08-Barnet's District Town Centres</u>	<u>Delivery of new homes between 2021 and 2036 in District Town Centres with due regard to time periods set out in Table 5.</u>	<u>Strategic Policy within scope of early review</u>	<u>Planning database</u>
		<u>10</u>	<u>Gypsies, Travellers, and Travelling Showpeople</u> <u>Number of unauthorised</u>	<u>HOU06-Gypsies, Travellers, and Travelling Showpeople</u>	<u>No Target</u>	<u>Strategic policy within scope of early review</u>	<u>Community Safety Team</u> <u>Planning database</u>

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			<p><u>encampments</u></p> <p><u>Planning applications a) received and b) approved for provision of pitches and plots</u></p>				
		<u>11</u>	<p><u>Contribution of small sites (under 10 units) to housing supply</u></p>	<p><u>GSS01 - Delivering Sustainable Growth</u></p>	<p><u>Minimum of 434 new homes per annum</u></p>	<p><u>Strategic Policy within scope of early review</u></p>	<p><u>Planning database</u></p>
		<u>12</u>	<p><u>Build to Rent</u></p>	<p><u>GSS01 - Delivering Sustainable Growth</u></p>	<p><u>Positive trend</u></p>	<p><u>Strategic Policy within scope of early review</u></p>	<p><u>Planning database</u></p>

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			<u>Planning applications granted.</u>				
	<u>13</u>	<u>Self Build and custom housebuilding</u> <u>Exemptions from CIL</u> <u>Entries on Self Build Register</u>	<u>GSS01 - Delivering Sustainable Growth</u>	<u>Ensure Council is meeting its duties under Sections 2 and 2A of the Self-Build and Custom Housebuilding Act 2015</u>	<u>Strategic Policy within scope of early review</u>	<u>CIL database</u> <u>Self Build Register</u>	
	<u>14</u>	<u>Homes lost to Other Uses</u> <u>Number of Empty Homes</u> <u>Number of New Meanwhile Homes</u>	<u>HOU05 – Efficient Use of Barnet's Housing Stock</u>	<u>Reduction in number of homes lost to other uses</u> <u>Reduction in number of empty homes</u>	<u>Increase in number of homes lost to other uses</u> <u>Work with amenity societies, RSLs and planning agents to identify and understand local problems including impact of Agent of Change, and the floorspace needs of the new uses that have replaced housing.</u> <u>If a trend of an increase in number of homes lost to other uses persists to the next Local Plan mandatory review, consider whether updates to Policy HOU05 are required.</u>	<u>Planning database</u> <u>Council Tax database</u>	

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					Increased opportunities for socially beneficial meanwhile housing		
		15	<u>High quality standard of design in new development</u> <u>Planning appeals allowed following refusal on design grounds as being contrary to CDH01</u>	CDH01 – Promoting High Quality Design	No Target	Strategic Policy within scope of early review	<u>Planning database</u> <u>Design code(s)</u> <u>Planning applications refused and appeals dismissed.</u>
		4016	Inclusive design and	CDH02: Sustainable	All new homes meet M4(2)	<u>Strategic Policy within scope of early review</u>	Planning database

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			access standard s - % of units which are M4(2): accessible and adaptable dwellings compliant and M4(3): wheelchair user dwellings compliant	and Inclusive Design	standard and 10% of new homes to meet M4(3)		<u>Planning applications refused</u>	
		<u>17</u>	<u>Public Realm</u> <u>Planning appeals dismissed for planning applications refused on the</u>	<u>CDH03 – Public Realm</u>	<u>No Target</u>	<u>Strategic Policy within scope of early review</u>	<u>Planning database</u>	

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			<u>basis that they were contrary to CDH03</u>				
		4418	Tall Buildings – number and location of Tall Buildings approved/completed <u>Planning appeals allowed for planning applications refused on the basis that they were contrary to CDH04</u>	CDH04: Tall Buildings	No Tall Buildings outside of Strategic Locations <u>No Target</u>	<u>Strategic Policy within scope of early review</u>	Planning database

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		4519	Heritage assets – number of buildings on the heritage assets at risk register	CDH08: Barnet's Heritage	No increase in buildings on Heritage Assets at Risk Register	<p><u>Increase in buildings on Heritage Assets at Risk Register</u></p> <p><u>Work with landowners, amenity societies and Historic England to identify and understand local problems.</u></p> <p><u>If an increase in buildings on the Heritage Assets at Risk Register persists to the next Local Plan mandatory review, consider whether updates to Policy CDH08 are required.</u></p>	Heritage Team
		4620	Conservation – number of conservation appraisals less than 5 years old	CDH08: Barnet's Heritage	No conservation appraisal is more than 5 years old	<p><u>Increase in number of conservation appraisals that are more than 5 years old</u></p> <p><u>Identify reasons for conservation appraisals not being renewed after 5 years, and progress updates as necessary.</u></p>	Heritage Team
		Brent Cross and Brent Cross West		Growth Areas			
		21	Housing supply - number of net additional dwellings completed	<p><u>GSS01: Delivering Sustainable Growth</u></p> <p><u>GSS02: Brent Cross Growth Area</u></p>	<p><u>Delivery of new homes between 2021 and 2036 in Growth Areas and other strategic</u></p>	<p><u>Strategic Policy within scope of early review</u></p>	<p><u>Planning database</u></p>

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			<p><u>ed in Growth Areas and other strategic locations</u></p>	<p><u>GSS03: Brent Cross West (Staples Corner)</u></p> <p><u>GSS04: Cricklewood Growth Area</u></p> <p><u>GSS05: Edgware Growth Area</u></p> <p><u>GSS06: Colindale Growth Area</u></p> <p><u>GSS07: Mill Hill East</u></p>	<p><u>locations with due regard to Table 5.</u></p>			
		14	<p>Housing supply—number of net additions at dwellings completed within Brent Cross Growth Area</p>	<p>GSS01: Delivering Sustainable Growth</p> <p>GSS02: Brent Cross Growth Area</p> <p>GSS03: Brent Cross West Growth Area</p>	<p>Deliver minimum of 9,500 new homes in Brent Cross and 1,800 new homes in Brent Cross West between 2021 and 2036 in accordance with time</p>		<p>Planning database and Brent Cross Team</p>	

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			and Brent Cross West		periods set out in Table 5		
	<u>22</u>	<u>Metropolitan Town Centre</u>	BSS01 Barnet's Spatial Strategy	<u>GSSO2: Brent Cross Growth Area</u>	<u>Delivery towards 115,000m2 of retail floorspace and 395,297m2 of office space in 2014 planning consent</u>	<u>Strategic Policy within scope of early review</u>	<u>Planning database and Brent Cross Team</u>
	<u>23</u>	<u>New Jobs in Growth Areas</u>	<u>GSSO1: Delivering Sustainable Growth</u>		<u>Contribution of Growth Areas to delivering a minimum of 12,000 new jobs</u>	<u>Strategic Policy within scope of early review</u>	<u>Planning database</u>
	<u>42</u>	<u>Office and retail— new floorspace provision for office and retail</u>	<u>BSS01: Spatial Strategy for Barnet</u>	<u>GSSO2: Brent Cross Growth Area</u>	<u>Deliver 395,000m2 of new office space and 56,000m2 of new retail space within Brent Cross Growth Area</u>		<u>Planning database and Brent Cross Team</u>

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		13	Transport – improvements to transport infrastructure within the Brent Cross Growth Area and Brent Cross West Growth Area	<p>BSS01: Spatial Strategy for Barnet</p> <p>GSS02: Brent Cross Growth Area</p> <p>GSS03: Brent Cross West Growth Area</p>	Delivery in accordance with IDP		Planning database and Brent Cross Team
		24	<p><u>Status of Transport Infrastructure funding and delivery timescales</u></p> <p><u>New rail station and transport</u></p>	<p>GSS01 : <u>Delivering Sustainable Growth</u></p> <p><u>TRC02 – Transport Infrastructure</u></p>	Delivery in accordance with IDP	<u>Strategic Policy within scope of early review</u>	<p><u>Planning database Infrastructure Delivery Plan</u></p> <p><u>Infrastructure Funding Statement</u></p>

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			<u>interchange at Brent Cross West</u> <u>Replacement or remodelled and improved bus station at Brent Cross North new underground station and enhanced public transport interchange at Colindale</u> <u>New passenger rail line - the West London Orbital</u>					
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			<p><u>Line together with upgrades to existing stations (Cricklewood and Hendon and new station at Brent Cross West)</u></p> <p><u>Crossrail 2 at New Southgate, including safeguarding for railway and worksites at Oakleigh Road South</u></p> <p><u>New bus stopping and standing</u></p>					
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		<u>arrange ments in North Finchley to allow redevelopment of the bus station.</u>						
Town Centres								
		<u>25</u> <u>Delivery of retail, office and other main town centre uses in Barnet's Major and District Town Centres</u>	<u>Policy GSS08- Barnet's District Town Centres</u> <u>Policy TOW01 Vibrant Town Centres</u>		<u>No Target</u>	<u>Strategic Policy within scope of early review</u>	<u>Planning database</u> <u>Retail surveys</u>	

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		<p><u>26</u></p>	<p><u>Planning Permissi ons granted for Main Town Centre Uses in Edge of Centre and Out of Centre Locations</u></p>	<p><u>Policy GSS08- Barnet's District Town Centres</u></p> <p><u>Policy TOW01 Vibrant Town Centres</u></p>	<p><u>None</u></p> <p><u>Reasons for any planning consents to be explored and clarified in the AMR, prior to any review of town centre boundaries or/and Policy TOW01</u></p>	<p><u>Strategic Policy within scope of early review</u></p>	<p><u>Planning database</u></p> <p><u>Retail surveys</u></p>
		<p><u>47-27</u></p>	<p>Town centres, local centres and parades – trends within Barnet's town centres, local centres and parades</p>	<p>TOW02: Development Principles in Barnet's Town Centres, Local Centres and Parades</p>	<p>No significant net reduction in Commercial, Business and Service Use Class floorspace within primary frontages</p>	<p><u>Increase in uses other than Commercial, Business and Service Use Class floorspace within primary frontages</u></p> <p><u>Work with landowners, landlords, local businesses and local amenity societies as part of corporate approach to town centres to understand reasons for increase</u></p> <p><u>Identify uses that have replaced Commercial, Business and Service Use Class floorspace.</u></p> <p><u>Review evidence base on town centre floorspace.</u></p> <p><u>If the trend of increase in uses other than commercial, business and service Use Class floorspace within primary frontages persists to the next Local Plan mandatory review,</u></p>	<p>Planning database</p> <p>Retail surveys</p>

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						<p>consider whether updates to Policy TOW02 are required.</p>	
	48 <u>28</u>	Clustering of specific town centre uses - Hot Food Takeaways, Adult Gaming Centres, Amusement Arcades, Betting Shops, Payday Loan Shops, Pawnbrokers and Shisha Bars	TOW03: Managing Hot Food Takeaways, Adult Gaming Centres, Amusement Arcades, Betting Shops, Payday Loan Shops, Pawnbrokers and Shisha Bars	All new Hot Food Takeaways meet the Healthier Catering Commitment	No proposals refuse to demonstrate evidence of health impacts through a Health Impact Assessment	<p><u>Increase in number of applications for Hot Food Takeaways that fail to meet the Healthier Catering Commitment</u></p> <p><u>Work with Public Health Team and Health and Wellbeing Board to identify and understand local problems.</u></p> <p><u>Renew evidence base on Hot Food Takeaways</u></p> <p><u>If there is a clear trend of applications for Hot Food Takeaways being refused but allowed at appeal by the next Local Plan mandatory review, consider whether updates to Policy TOW03 are required.</u></p>	<p>Planning database</p> <p>Retail surveys,</p> <p>Public Health team.</p>
	<u>29</u>	<u>Night time economy</u>	<u>Policy TOW04 Night-Time Economy</u>	<u>No Target</u>		<u>Strategic Policy within scope of early review</u>	<u>Planning database</u>

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			<u>applicati ons refused for failing to promote health and wellbein g</u>			<u>whether updates to Policy CHW02 are required.</u>	
	19A <u>32</u>	Family Friendly Barnet	CHW03 : Making Barnet a Safer Place	Increasing in the % of young people and adults that consider the Borough is Family Friendly	<u>Decrease in % of young people and adults that consider the Borough is Family Friendly</u> <u>Work with Barnet Safer Communities Partnership to consider corporate response to understand reasons for downturn.</u> <u>If the negative trend persists to the next Local Plan mandatory review, consider whether updates to Policy CHW03 are required.</u>		Youth Perception Survey
	20 <u>33</u>	Public houses – number of public houses closed	CHW04: Protecting Public Houses	No loss of public houses that have been vacant for less than 12-6 months and subject to continued marketing for at least 24 months	<u>Increased loss of public houses</u> <u>Work with local amenity societies, CAMRA, landowners and planning agents to identify and understand local problems including the use of Assets of Community Value</u> <u>Identify uses that have replaced public houses .</u> <u>Review evidence base on public houses.</u>		Planning database

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					<u>If there is a clear trend that applications involving loss of public houses are being refused but allowed at appeal, consider whether updates to Policy CHW04 are required at the next mandatory Local Plan review.</u>	
Economy						
	<u>34</u>	<u>New Industrial land</u>	<u>BSS01: Barnet's Spatial Strategy</u>	<u>Delivering a minimum of 7.3 hectares of additional industrial land</u>	<u>Strategic Policy within scope of early review</u>	<u>Planning database</u>
	<u>35</u>	<u>New Jobs from Development in Barnet</u>	<u>GSS01: Delivering Sustainable Growth</u>	<u>Delivering a minimum of 12,000 new jobs</u>	<u>Strategic Policy within scope of early review</u>	<u>Planning database</u>
	<u>24</u> <u>36</u>	<u>Offices – new floorspace provision for offices</u>	<u>ECY01: A Vibrant Local Economy</u> <u>GSS01: Delivering Sustainable Growth</u>	<u>Delivering minimum of between 67,000m² and 106,000m² of new office space in across Major and District Town Centres</u>	<u>Strategic Policy within scope of early review</u>	<u>Planning database</u>

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		22 <u>37</u>	Industrial – managing LSIS within the Borough	ECY01: A Vibrant Local Economy	No net loss of employment floorspace within LSIS	<p><u>Employment space lost</u></p> <p><u>Consider corporate approach to local jobs, skills and training.</u></p> <p><u>Compare performance with other London boroughs.</u></p> <p><u>Review evidence base on employment space.</u></p> <p><u>If there is a clear trend that applications involving loss of employment space are being refused but allowed at appeal, consider whether updates to Policy ECY01 are required at the next mandatory Local Plan review.</u></p>	Planning database
		<u>38</u>	<u>Net additional industrial floorspace provided in LSIS by intensification or co-location</u>	<u>ECY01: A Vibrant Local Economy</u>	<u>Additional employment floorspace within LSIS</u>	<p><u>Employment space lost as a consequence of co-location</u></p> <p><u>Consider corporate approach to local jobs, skills and training</u></p> <p><u>Compare performance with other London boroughs.</u></p> <p><u>Review evidence base on employment space.</u></p> <p><u>If there is a clear trend that applications involving loss of employment space are being refused but allowed at appeal, consider whether updates to Policy ECY01 are required at the next mandatory Local Plan review.</u></p>	<u>Planning database</u>

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		<p><u>39</u></p> <p><u>Net addition at industrial floorspace outside LSIS</u></p>	<p><u>ECY01: A Vibrant Local Economy</u></p>	<p><u>No Target.</u></p> <p><u>Reasons for</u></p> <p><u>any net loss of floorspace to be</u></p> <p><u>explored and clarified in the AMR</u></p>	<p><u>Increase in number of applications for redevelopment of employment floorspace</u></p> <p><u>Consider corporate approach to local jobs, skills and training.</u></p> <p><u>Compare performance with other London boroughs.</u></p> <p><u>Review evidence base on employment space.</u></p> <p><u>If there is a clear trend that applications involving loss of employment space are being refused but allowed at appeal, consider whether updates to Policy ECY01 are required at the next mandatory Local Plan review.</u></p>	<p><u>Planning database</u></p>
		<p>23</p> <p><u>40</u></p> <p><u>Affordable workspace – total affordable employment floorspace proposed</u></p>	<p><u>ECY02: Affordable Workspace</u></p>	<p><u>Delivery of 10% of gross new employment floorspace or equivalent alternative</u></p>	<p><u>Negative trend</u></p> <p><u>Work with developers and affordable workspace providers to identify and understand local issues..</u></p> <p><u>Compare performance with other London boroughs.</u></p> <p><u>Review evidence base on employment space.</u></p> <p><u>If new evidence indicates that insufficient affordable workspace is being provided to meet local needs, consider whether a partial or full review of the Local Plan is required.</u></p>	<p><u>Planning database</u></p>

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					<u>f there is a clear trend that applications failing to provide sufficient affordable workspace are being refused but allowed at appeal, consider whether updates to Policy ECY02 are required at the next mandatory Local Plan review.</u>	
	41	<u>Contributions to skills and training programmes</u>	<u>ECY03 – Local Jobs, Skills and Training</u>	<u>No Target</u>	<u>Negative trend</u> <u>Consider corporate approach to local job, skills and training.</u> <u>Review S106 performance.</u> <u>If there is a clear trend that applications failing to provide contributions to skills and training programmes are being refused but allowed at appeal, consider whether updates to Policy ECY03 are required at the next mandatory Local Plan review.</u>	<u>Planning database</u> <u>S106 Monitoring</u>
Environment						
	<u>24 42</u>	Regional Park – a new Regional Park within designated Green Belt or MOL	BSS01: <u>Barnet's Spatial Strategy for Barnet</u> GSS13: Strategic Parks and Recreation	<u>Progress towards delivery in as set out accordance with in IDP</u>	<u>Strategic Policy within scope of early review</u>	Greenspaces Team

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		<u>24 43</u>	Sports and Recreation - 3 new designation hubs for sports and recreation at: <ul style="list-style-type: none"> • B arnet and King George V Playing Fields • C ophall Playing Fields and Sunny Park • W est Hendon Playing Fields 	BSS01: Spatial Strategy for Barnet GSS13: Strategic Parks and Recreation	<u>Progress towards delivery in accordance with in IDP</u>	<u>Strategic Policy within scope of early review</u>	Greenspaces Team	
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		<p><u>26 44</u></p> <p>MOL/Green Belt – amount of borough designated MOL/Green Belt</p> <p>ECC05: Green Belt and Metropolitan Open Land</p> <p>No net loss of land designated Green Belt and MOL</p> <p><u>Any net loss of Green Belt / MOL without reasoned justification</u></p> <p><u>Understanding reasons for loss.</u></p> <p><u>Compare performance with other London boroughs.</u></p> <p><u>Review evidence base on Green Belt / MOL.</u></p> <p><u>If there is a clear trend that applications involving development in the Green Belt and/or Metropolitan Open Land are being refused but allowed at appeal, consider whether updates to Policy ECC05 (or to the wider Plan if due to unmet needs) are required at the next mandatory Local Plan review.</u></p> <p>Planning database and Greenspaces Team</p>
		<p><u>45</u></p> <p><u>Environmental Considerations - Number of appeals allowed that were contrary to ECC02</u></p> <p><u>Policy ECC02 Environmental Considerations</u></p> <p><u>Zero</u></p> <p><u>Strategic Policy within scope of early review</u></p> <p><u>Planning database</u></p>
		<p><u>46</u></p> <p><u>Number of developments permissi</u></p> <p><u>Policy ECC02A – Water Management</u></p> <p><u>Zero</u></p> <p><u>Permissions approved contrary to advice from Environment Agency</u></p> <p><u>Planning database</u></p>

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		<p><u>oned</u> <u>where</u> <u>the</u> <u>Environ</u> <u>ment</u> <u>Agency</u></p> <p><u>has</u> <u>outstand</u> <u>ing</u> <u>advice</u> <u>that</u> <u>there</u> <u>has</u> <u>been</u> <u>failure to</u></p> <p><u>make</u> <u>appropri</u> <u>ate</u> <u>provisio</u> <u>n for</u> <u>flood</u> <u>risk</u> <u>mitigatio</u> <u>n, or</u> <u>which</u> <u>would</u> <u>increase</u> <u>risk or</u> <u>consequ</u> <u>ence of</u> <u>flooding</u></p>			<p><u>Understanding reasons for not following</u> <u>advice.</u></p> <p><u>Review evidence base on flood risk.</u></p> <p><u>If there is a clear trend that applications are</u> <u>being refused on the basis of flood risk but</u> <u>allowed at appeal, consider whether updates</u> <u>to Policy ECC02A are required at the next</u> <u>mandatory Local Plan review.</u></p>		
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		<p><u>27 47</u></p> <p>Open space – amount of open space</p>	<p>ECC04: Barnet's Parks and Open Spaces</p>	<p>No net loss of public open space</p> <p><u>New open space delivered (hectares)</u></p>	<p><u>Any net loss of public open space without reasoned justification</u></p> <p><u>Review evidence base on open space.</u></p> <p><u>Consider corporate approach to improving the quality and accessibility of open spaces.</u></p> <p><u>If new evidence indicates that identified needs require a change to quantitative, qualitative or accessibility standards for open space, consider whether updates to Policy ECC04 are required, or whether a partial or full review of the Local Plan is necessary.</u></p> <p><u>If there is a clear trend that applications resulting in net loss of open space are being refused but allowed at appeal, consider whether updates to Policy ECC05 are required at the next mandatory Local Plan review.</u></p>	<p>Planning database and Greenspaces Team</p>
		<p><u>48</u></p> <p><u>Improving the quality and accessibility of open spaces</u></p>	<p><u>ECC04: Barnet's Parks and Open Spaces</u></p>	<p><u>Positive trend</u></p>	<p><u>Negative trend</u></p> <p><u>Review evidence base on open space.</u></p> <p><u>Consider corporate approach to improving the quality and accessibility of open spaces.</u></p> <p><u>If new evidence indicates that identified needs require a change to quantitative, qualitative or accessibility standards for open space, consider whether updates to Policy</u></p>	<p><u>Planning database, S106 monitoring and</u></p> <p><u>Greenspaces Team</u></p>

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						<p><u>ECC04 are required, or whether a partial or full review of the Local Plan is necessary.</u></p>	
		<u>28-49</u>	Mitigating climate change – number of permitted and completed major development schemes designed to achieve the net zero target	ECC01: Mitigating Climate Change	Delivery in accordance with net carbon targets in London Plan and Mayor's Energy Hierarchy	<p><u>Increase in number of appeals allowed that are contrary to ECC01.</u></p> <p><u>Compare appeal performance with other London boroughs.</u></p> <p><u>Consider corporate approach to Climate and Biodiversity Emergency</u></p> <p><u>If there is a clear trend that applications considered contrary to Policy ECC01 are being refused but allowed at appeal, consider whether updates to Policy ECC01 are required at the next mandatory Local Plan review.</u></p>	Planning database
		<u>29-50</u>	Waste – capacity of waste management facilities both new and existing	ECC03: Dealing with Waste	Targets as set out in NLWP	<p><u>Loss of waste management capacity without reasoned justification</u></p> <p><u>Review of NLWP</u></p>	Planning database
		<u>30-51</u>	Biodiversity – change	ECC06: Biodiversity	No net loss of area	<u>Any net loss of land from SINC</u>	Planning database and

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		in areas of biodiversity importance		designated as SINC	<p><u>Compare performance with other London boroughs.</u></p> <p><u>Consider corporate approach to Climate and Biodiversity Emergency</u></p> <p><u>If there is a clear trend that applications resulting in net loss of land from the SINC are being refused but allowed at appeal, consider whether updates to Policy ECC06 are required at the next mandatory Local Plan review.</u></p>	Greenspaces Team
	34 <u>52</u>	Biodiversity – ensuring development makes fullest contribution to enhancing biodiversity	ECC06: Biodiversity	All proposals to provide at least 10% Biodiversity Net Gain	<p><u>Negative trend</u></p> <p><u>Compare performance with other London boroughs.</u></p> <p><u>Consider corporate approach to Climate and Biodiversity Emergency</u></p> <p><u>If there is a clear trend that applications are being refused on the basis of insufficient Biodiversity Net Gain but allowed at appeal, consider whether updates to Policy ECC06 are required at the next mandatory Local Plan review.</u></p>	Planning database
	<u>53</u>	Biodiversity – <u>Appeals allowed that are contrary to Policy ECC06</u>	<u>Policy ECC06 Biodiversity</u>	<u>Zero</u>	<p><u>Increase in number of appeals allowed</u></p> <p><u>Compare appeal performance with other London boroughs</u></p>	<u>Planning database</u>

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					<p><u>Consider corporate approach to Climate and Biodiversity Emergency</u></p> <p><u>If there is a clear trend that applications are being refused for reasons relating to biodiversity but allowed at appeal, consider whether updates to Policy ECC06 are required at the next mandatory Local Plan review.</u></p>		
Transport							
		32 <u>54</u>	Parking – number of cycle parking spaces provided	TRC03: Parking Management	Delivery in accordance with London Plan	<u>Strategic Policy within scope of early review</u>	Planning database
		33 <u>55</u>	Parking – number of disabled parking spaces provided	TRC03: Parking Management	Delivery in accordance with London Plan	<u>Strategic Policy within scope of early review</u>	Planning database
		34 <u>56</u>	Parking – number of electric vehicles charging points	TRC03: Parking Management	Delivery in accordance with London Plan	<u>Strategic Policy within scope of early review</u>	Planning database

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		<u>57</u>	<u>Parking -number of applications approved contrary to TRC03</u>	<u>TRC03- Parking Management</u>	<u>Zero</u>	<u>Strategic Policy within scope of early review</u>	<u>Planning database</u>
		<u>58</u>	<u>Modal share of journeys by walking, cycling, public transport and private vehicle</u>	<u>TRC01 – Sustainable and Active Travel</u>	<u>By 2041 72% of all journeys will be undertaken by walking, cycling and public transport.</u>	<u>Strategic Policy within scope of early review</u>	<u>Planning database/Onsite monitoring</u>

MM 77	Chapter 13 Appendix A List of Technical Evidence	<p><u>Appendix A – List of Technical Evidence –</u></p> <p><u>LB Barnet</u></p> <p><u>Authorities Monitoring Reports</u></p> <p><u>Published</u></p> <p><u>Barnet Characterisation Study (2010)</u></p> <p><u>Barnet Substance Misuse Needs Assessments (2019)</u></p> <p><u>Barnet Employment Land Review (2017)</u></p> <p><u>Barnet Indoor Sports and Recreation Facility Study (2018)</u></p> <p><u>Barnet Surface Water Management Plan (2011)</u></p> <p><u>Barnet Local Flood Risk Management Strategy (2017)</u></p>					
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		<p>Barnet Town Centre Floorspace Needs Assessment (2017) Barnet Housing Delivery Action Plan (2019) Barnet Shisha Bars Report (2016) Barnet Hot Food Takeaways Review (2018) Barnet Strategic Housing Market Assessment (2018)</p> <p>Integrated Impact Assessment (Sustainability Appraisal, Equalities Impact Assessment, Health Impact Assessment) Barnet Residential Conversions Study (2019) Barnet Green Belt and Metropolitan Open Land Study (2018) Barnet Joint Strategic Needs Assessment (2019) Barnet Car Parking Study (2019) Barnet Public Houses Review (2018) Barnet Tall Buildings Update (2020) Barnet Key Facts Evidence Paper (2020)</p> <p>Published at Reg 19 Barnet Infrastructure Delivery Plan Barnet Strategic Transport Assessment Barnet Local Plan Viability Assessment Gypsy and Traveller Accommodation Needs Assessment Update Barnet Car Parking Study Update</p> <p>Barnet Strategic Flood Risk Assessment – Stage 2</p> <p>West London</p> <p>Published West London Strategic Flood Risk Assessment (2018) West London Strategic Housing Market Assessment (2018) West London Gypsy and Traveller Accommodation Needs Assessment (2018)</p>
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		<p>West London Employment Land Review (2019)</p> <p>To be published</p> <p>West London Affordable Workspace Study</p> <p>London</p> <p>London Office Policy Review (2017)</p> <p>London Industrial Demand Study (2017)</p> <p>GLA London Strategic Housing Land Availability Assessment (2017)</p> <p>GLA Town Centre Health Checks (2017) —</p> <p>London’s Regional Landscape Framework (2011)</p> <p>National</p> <p>Demographic Information including Census data and GLA Projections</p>
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MM 78	Chapter 14 Appendix B – Acronym Buster and Glossary	<p>Appendix B <u>A</u> – Acronym Buster and Glossary</p> <p>Acronym Buster</p> <table border="1" data-bbox="297 1070 1355 1377"> <tr> <td><u>AEP</u></td> <td><u>Annual Exceedance Probability</u></td> </tr> <tr> <td><u>AOD</u></td> <td><u>Above Ordnance Datum</u></td> </tr> <tr> <td><u>AQN</u></td> <td><u>Air Quality Neutral</u></td> </tr> <tr> <td><u>AQP</u></td> <td><u>Air Quality Positive</u></td> </tr> <tr> <td><u>APA</u></td> <td><u>Archaeological Priority Area</u></td> </tr> <tr> <td><u>CAVAT</u></td> <td><u>Capital Asset Valuation of Amenity Trees</u></td> </tr> </table>	<u>AEP</u>	<u>Annual Exceedance Probability</u>	<u>AOD</u>	<u>Above Ordnance Datum</u>	<u>AQN</u>	<u>Air Quality Neutral</u>	<u>AQP</u>	<u>Air Quality Positive</u>	<u>APA</u>	<u>Archaeological Priority Area</u>	<u>CAVAT</u>	<u>Capital Asset Valuation of Amenity Trees</u>
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		<table border="1" style="width: 100%;"> <tr> <td style="width: 15%;">CDN <u>CDH</u></td> <td>Character, Design and Heritage</td> </tr> <tr> <td><u>FOBT</u></td> <td><u>Fixed Odds Betting Terminals</u></td> </tr> <tr> <td><u>GLAAS</u></td> <td><u>Greater London Archaeological Advisory Service</u></td> </tr> <tr> <td><u>HVAC</u></td> <td><u>Heating, Ventilation and Air Conditioning</u></td> </tr> <tr> <td>LEA</td> <td>Local Employment Agreement</td> </tr> <tr> <td><u>NERC</u></td> <td><u>Natural Environment and Rural Communities</u></td> </tr> <tr> <td><u>RoFSW</u></td> <td><u>Risk of Flooding from Surface Water</u></td> </tr> <tr> <td><u>SRN</u></td> <td><u>Strategic Road Network</u></td> </tr> <tr> <td><u>TLA</u></td> <td><u>Three Letter Acronym</u></td> </tr> </table> <p>Glossary</p> <p>Affordable Housing: defined by the NPPF 2023 2019 as: housing for sale or rent, for those whose needs are not met by the market. Within London there is a move away from Affordable Rent as a product. The alternative is London Living Rent which is more focused on income. Options in London include:</p> <ul style="list-style-type: none"> • London Affordable Rent – for households on low income with rent levels that are genuinely affordable and akin to social rent. • London Living Rent – for households on average incomes, this offers a lower rent, which enables people to save for a deposit to buy a home. • London Shared Ownership - allows London households to purchase a share of a new home and pay low rent for the remaining portion e.g. purchase 25% and rent 75%. 	CDN <u>CDH</u>	Character, Design and Heritage	<u>FOBT</u>	<u>Fixed Odds Betting Terminals</u>	<u>GLAAS</u>	<u>Greater London Archaeological Advisory Service</u>	<u>HVAC</u>	<u>Heating, Ventilation and Air Conditioning</u>	LEA	Local Employment Agreement	<u>NERC</u>	<u>Natural Environment and Rural Communities</u>	<u>RoFSW</u>	<u>Risk of Flooding from Surface Water</u>	<u>SRN</u>	<u>Strategic Road Network</u>	<u>TLA</u>	<u>Three Letter Acronym</u>
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		<p>For dwellings to be considered affordable in London, annual housing costs should be no greater than 40 per cent of net household income.</p> <p><u>Business Locations</u> : Designated employment areas that provide for commercial employment opportunities.</p> <p><u>Category A Fit Out</u> : <u>This is the basic finishing of an interior commercial space. Generally commissioned by landlords, this type of fit out includes the installation of a building’s mechanical and electrical services. A Cat A project will also include finished internal walls, reception areas and lift lobbies.</u></p> <p><u>It includes</u></p> <ul style="list-style-type: none"> • <u>Lighting</u> • <u>Toilets</u> • <u>Raised floors and suspended ceilings (with a basic finish)</u> • <u>Basic mechanical and electrical services</u> • <u>Fire detection services and smoke alarms</u> • <u>Heating, Ventilation and Air Conditioning (HVAC)</u> • <u>Basic internal finishes</u> <p><u>Decentralised Energy</u>: Local renewable and local low-carbon energy sources. <u>refers to low- and zero-carbon power and/or heat generated and delivered within London. This includes microgeneration, such as photovoltaics on individual buildings, through to large-scale heat networks.</u></p>
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		<p><u>Embodied carbon / energy / emissions</u> : The total life cycle carbon / energy / greenhouse gases used in the collection, manufacture, transportation, assembly, recycling and disposal of a given material or product.</p> <p>Health Impact Assessment (HIA): is used as a systematic framework to identify the potential impacts of a development proposal, policy or plan on the health and wellbeing of the population <u>and highlight any health inequalities that may arise.</u> or particular groups within it. HIA should be undertaken as early as possible in the planning application or plan making <u>or design</u> process to <u>identify opportunities for maximising potential health gains, minimising harm, and addressing health inequalities.</u> Mitigate any potential negative impacts and maximise potential benefits.</p> <p><u>Large scale development</u>: as defined by the Town and Country Planning (Mayor of London) Order 2008 – Part 1 residential development over <u>150</u> 200 units or a site of 4 hectares or more. non-residential development over <u>15,000</u> 40,000m²</p> <p>Lifetime Neighbourhood: Places where, in view of an ageing society, transport, basic amenities, green spaces, decent toilets, and places to meet and relax, are consciously planned for people of all ages and conditions in mind within easy reach of homes, accessible to all and planned into proposals at the outset.</p> <p>Major Developments: 10 or more residential units (or if a number is not given, where the area is more than 0.5 hectares <u>or more</u>), or 1,000 m² (or more) gross commercial floorspace.</p>
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		<p><u>Secondary A Aquifer</u> : These are permeable layers capable of supporting water supplies at a local rather than strategic scale, and in some cases forming an important source of base flow to rivers. These are generally aquifers formerly classified as minor aquifers.</p> <p><u>Strategic Road Network (SRN)</u> : In England, the Strategic Road Network (or SRN) is made up of motorways 'M' roads and trunk roads (the most significant 'A' roads). They are administered by National Highways England, a government-owned agency. They are also known as Tier One roads. All other roads are administered by local or regional authorities.</p> <p><u>Strategic Walking Network</u> : Within Barnet the Strategic Walking Network covers the Dollis Valley Greenwalk as well as the proposed Silk Stream Valley Walk (as part of the proposed Barnet Loop). The Network also includes sections of the London LOOP (London Outer Orbital Path) and the Capital Ring. Existing routes are shown as Metropolitan Walks on the Policies Map.</p> <p>Tall Buildings and Very Tall Buildings: Within Barnet a tall building is defined as having a height of eight storeys or more (equivalent to 26 metres or more above ground level and Very Tall are those of 15 storeys (46 metres or more above ground level).</p> <p>Transport for London Road Network (TLRN): The Transport for London Road Network is made up of roads that are owned and maintained by Transport for London (TfL). They are the key routes or major arterial roads in London <u>and are also known as Tier One roads.</u></p>
MM 79	Chapter 15 Appendix C	Appendix C <u>B</u> - Replacement of Local Plan Policies

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Replacement of Local Plan Policies	Barnet Local Plan 2012	Draft Barnet Local Plan 2024 2024
	CS3 – Distribution of growth in meeting housing aspirations	GSS05 - Edgware Growth Area GSS06 - Colindale Growth Area GSS07 - Mill Hill East GSS08 - Barnet’s District Town Centres GSS09 - Existing & Major New Transport Infrastructure GSS10 - Estate Renewal <u>and Infill</u> GSS11 - Major Thoroughfares GSS12 – <u>Redevelopment of Car Parks</u> GSS13 – Strategic Parks and Recreation
CS4 – Providing quality homes and housing choice in Barnet	HOU01 – Affordable Housing HOU02 – Housing Mix HOU03 – Residential Conversions and Redevelopment <u>of Larger Homes</u> HOU06 – Meeting Other Housing Needs HOU07 <u>06-</u> Gypsies, Travellers and Travelling Showpeople	
N/A	New policy CDH04 <u>CHW04</u> – Protecting Public Houses	

Annex 1 – Schedule of Site Proposals

Ref	Section / Site Proposal	Proposed Modification Strikethrough text = text proposed for removal compared to submission version <u>Underline text</u> = new text proposed for addition compared to submission version
MM 80	Chapter 16 – Annex 1 Paras 16.1.2, 16.1.3, 16.1.4, 16.1.6, 16.1.7, 16.1.8, 16.2.1, 16.2.2, Figure 1, 16.3.2, 16.5.1, 16.5.2, 16.7.1 & 16.8.1.	<p>16.1 Background</p> <p>16.1.2 The sites <u>allocated</u> identified in the Local Plan Schedule of Proposals are derived from the following sources also addressed :</p> <ul style="list-style-type: none"> • Nominated through the Call for Sites process by owners and developers seeking to realise development potential. These include public-sector partners such as Transport for London, Middlesex University, NHS, Ministry of Defence, as well as the Council. The sites included in this plan have been assessed as suitable for development; • <u>being</u> previously identified in the 2006 Unitary Development Plan but not yet developed; • Allocated in other planning documents adopted by the Council, including Supplementary Planning Documents, Town Centre Frameworks and Planning Briefs. <p>16.1.3 As part of the evidence gathering for the Local Plan the Council conducted an extensive call for sites in 2017-18. This supported the work on previous calls for sites that took place in 2009, 2010 and 2015. <u>Further engagement with landowners and developers took place in 2022 and 2023 to inform the detail of the Schedule sites.</u></p> <p>16.1.4 To be included in the Schedule sites must be assessed as:</p> <ul style="list-style-type: none"> • Deliverable i.e. it should be available now and offer a suitable location for the proposed use(s) and a good prospect that proposal will be delivered within next five years. <u>sites for housing should be available now, offer a suitable location for development now, and be achievable with a realistic prospect that housing will be delivered on the site within five years. In particular:</u> <ol style="list-style-type: none"> a) <u>sites which do not involve major development and have planning permission, and all sites with detailed planning permission, should be considered deliverable until permission expires, unless there is clear evidence that homes will not be delivered within five years (for example because they are no longer viable, there is no longer a demand for the type of units or sites have long term phasing plans).</u>

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		<p>b) <u>where a site has outline planning permission for major development, has been allocated in a development plan, has a grant of permission in principle, or is identified on a brownfield register, it should only be considered deliverable where there is clear evidence that housing completions will begin on site within five years</u></p> <ul style="list-style-type: none"> • Developable i.e. it should be in a suitable location for the proposed use(s) and there should be a reasonable prospect that it will be available for and could be developed within 15 years. <p><u>16.1.6 It is acknowledged that there are a range of constraints potentially further restraining development capacity. Although these constraints are not absolute, Physical physical or environmental factors, such as conservation areas or flood risk (as identified in the 2018 West London Strategic Flood Risk Assessment (Level 1) and Barnet's 2021 Strategic Flood Risk Assessment Level 2), or conservation areas, and further supported by the Sites Sequential and Exceptions Test 2022, have been taken into account in the identification the sites in this Schedule. are acknowledged as potentially further restraining development capacity, although these constraints are not absolute.</u></p> <p>16.1.7 The Schedule <u>includes updates proposals that have gained planning consent since Reg 18 since the Plan was submitted for Examination in 2021, but have not been implemented to date. All proposal sites in the Schedule, together</u> Such sites along with sites with other planning consents are reflected in the Housing Trajectory.</p> <p>16.1.8 The sites set out in <u>Annex 1</u> this document have the potential to be brought forward for development, subject to a suitable development proposal being submitted to and approved by the Council. It should be noted that the Council will not directly carry out the development.</p> <p>16.2 Assessing Indicative Residential Capacity of Sites</p> <p><u>16.2.1</u> For the purposes of the Local Plan, site capacity assessment has been based on the site size and the public transport accessibility level (PTAL), which is used to determine the range of appropriate dwelling densities for residential development, and thus an indicative number of dwellings.</p>

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		<p>16.2.4 <u>16.2.2</u> A density matrix approach to calculate indicative residential capacity has been utilised in order to provide sufficient accuracy in terms of indicative numbers at the plan-making stage. This provides a good basis for a more detailed design led approach as proposals near the planning application stage. For relevant sites on which student halls of residence are expected the a figure is included on the ratio that three student rooms are equivalent to one standard housing unit (as per the 2017 London Strategic Housing Market Assessment). <u>reflects the London Plan (para 4.1.9) that clarifies that net non-self-contained accommodation for students should count towards meeting housing targets on the basis of a 2.5:1 ratio, with two and a half bedrooms/units being counted as a single home.</u></p> <p>Figure 1: <u>The Density Matrix</u></p> <table border="1" data-bbox="450 963 1762 1385"> <thead> <tr> <th data-bbox="450 963 768 1011" rowspan="2">Setting</th> <th colspan="3" data-bbox="768 963 1762 1011">Public Transport Accessibility Level (PTAL)</th> </tr> <tr> <th data-bbox="768 1011 1075 1059">0 to 1</th> <th data-bbox="1075 1011 1382 1059">2 to 3</th> <th data-bbox="1382 1011 1762 1059">4 to 6</th> </tr> </thead> <tbody> <tr> <td data-bbox="450 1059 768 1107">Suburban:</td> <td data-bbox="768 1059 1075 1107">150-200 hr/ha</td> <td data-bbox="1075 1059 1382 1107">150-250 hr/ha</td> <td data-bbox="1382 1059 1762 1107">200-350 hr/ha</td> </tr> <tr> <td data-bbox="450 1107 768 1155">3.8-4.6 hr/unit</td> <td data-bbox="768 1107 1075 1155">35-55 u/ha</td> <td data-bbox="1075 1107 1382 1155">35-65 u/ha</td> <td data-bbox="1382 1107 1762 1155">45-90 u/ha</td> </tr> <tr> <td data-bbox="450 1155 768 1203">3.1-3.7 hr/unit</td> <td data-bbox="768 1155 1075 1203">40-65 u/ha</td> <td data-bbox="1075 1155 1382 1203">40-80 u/ha</td> <td data-bbox="1382 1155 1762 1203">55-115 u/ha</td> </tr> <tr> <td data-bbox="450 1203 768 1251">2.7-3.0 hr/unit</td> <td data-bbox="768 1203 1075 1251">50-75 u/ha</td> <td data-bbox="1075 1203 1382 1251">50-95 u/ha</td> <td data-bbox="1382 1203 1762 1251">70-130 u/ha</td> </tr> <tr> <td data-bbox="450 1251 768 1299">Urban:</td> <td data-bbox="768 1251 1075 1299">150-250 hr/ha</td> <td data-bbox="1075 1251 1382 1299">200-450 hr/ha</td> <td data-bbox="1382 1251 1762 1299">200-700 hr/ha</td> </tr> <tr> <td data-bbox="450 1299 768 1347">3.8 -4.6 hr/unit</td> <td data-bbox="768 1299 1075 1347">35-65 u/ha</td> <td data-bbox="1075 1299 1382 1347">45-120 u/ha</td> <td data-bbox="1382 1299 1762 1347">45-185 u/ha</td> </tr> <tr> <td data-bbox="450 1347 768 1385">3.1-3.7 hr/unit</td> <td data-bbox="768 1347 1075 1385">40-80 u/ha</td> <td data-bbox="1075 1347 1382 1385">55-145 u/ha</td> <td data-bbox="1382 1347 1762 1385">55-225 u/ha</td> </tr> </tbody> </table>	Setting	Public Transport Accessibility Level (PTAL)			0 to 1	2 to 3	4 to 6	Suburban:	150-200 hr/ha	150-250 hr/ha	200-350 hr/ha	3.8-4.6 hr/unit	35-55 u/ha	35-65 u/ha	45-90 u/ha	3.1-3.7 hr/unit	40-65 u/ha	40-80 u/ha	55-115 u/ha	2.7-3.0 hr/unit	50-75 u/ha	50-95 u/ha	70-130 u/ha	Urban:	150-250 hr/ha	200-450 hr/ha	200-700 hr/ha	3.8 -4.6 hr/unit	35-65 u/ha	45-120 u/ha	45-185 u/ha	3.1-3.7 hr/unit	40-80 u/ha	55-145 u/ha	55-225 u/ha
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		2.7-3.0 hr/unit	50-95 u/ha	70-170 u/ha	70-260 u/ha
		Central:	150-300 hr/ha	300-650 hr/ha	650-1100 hr/ha
		3.8-4.6 hr/unit	35-80 u/ha	65-170 u/ha	140-290 u/ha
		3.1-3.7 hr/unit	40-100 u/ha	80-210 u/ha	175-355 u/ha
		2.7-3.0 hr/unit	50-110 u/hr	100-240 u/ha	215-405 u/ha
		<p>Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The setting can be defined as:</p> <ul style="list-style-type: none"> • central – areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800 m walking distance of a Metropolitan or Major town centre. • urban – areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 m walking distance of a district centre or, along main arterial routes • suburban – areas with predominantly lower density development such as, for example, detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two to three storeys. <p>16.3 Other Uses</p> <p>16.3.2 The use types are expressed as an estimated percentage as of the potential development and are therefore set out and shown as a proportion of total floorspace.</p> <p>16.5 Opportunity Area Planning Frameworks/ Area Action Plans/ Local Area Frameworks</p> <p>16.5.1 The Local Plan for Barnet includes existing opportunity area planning frameworks for Brent Cross-Cricklewood and Colindale-Burnt Oak, along with a <u>new more recently identified</u> opportunity area at New Southgate.</p> <p>16.5.2 The Opportunity Areas are designated within the London Plan as the capital’s principal opportunities for accommodating large scale development. The Opportunity Areas are <u>or will be supported by Area Frameworks</u></p>			

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		<p>that set the parameters for development proposals that contribute to regeneration and tackle inequalities as well as the environmental, economic and social barriers that affect the lives of people in the area. Opportunity Areas have the highest expectations for delivering new homes and new jobs as well as supporting infrastructure. Opportunity Areas are the largest strategic locations in the Key Diagram.</p> <p>16.8 Major Thoroughfares</p> <p>16.8.1 Major Thoroughfares are identified in <u>the Key Diagram Map 2</u> of the Local Plan. Major Thoroughfare sites are identified as those along an identified Major Thoroughfare and that are not <u>otherwise</u> within a Growth Area or Town Centre.</p>			
MM 81	Chapter 16 – Annex 1 Section 4	List of Sites – Summary Table			
Site No	Site	Ward	Address	Indicative <u>residential dwellings</u> units	<u>Inclusion of non-residential uses</u>
1	Former Church Farm Leisure Centre	Brunswick Park <u>East Barnet</u>	Burlington Rise, Brunswick Park, EN4 8XE	12	<u>None.</u>
2	North London Business Park	Brunswick Park	Brunswick Park Rd, Brunswick Park, N11 1NP	1,350	A school, multi-use sports pitch, employment and associated car parking.
3	Osidge Lane Community Halls	Brunswick Park	Osidge Lane, Southgate, N14 5DU	16	Community uses, school access and <u>retained parking access.</u>
4	Osidge Library & Health Centre	Brunswick Park	Brunswick Park Rd & Osidge Lane, Brunswick Park, N11 1EY	46 <u>10</u>	<u>Replacement library and health centre</u> Community uses, school and park access.
5	Edgware Hospital (Major Thoroughfare)	Burnt Oak	Edgware Rd, Burnt Oak, HA8 0AD	366 <u>129</u>	Hospital continuing in use, with associated car parking. <u>Retention of healthcare provision and access.</u>
6	Watling Avenue car park & market (Burnt Oak Town Centre)	Burnt Oak	Barnfield Rd, Burnt Oak, HA8 0AY	160	40% mixed uses (station building, retail and car parking)
7	Bingo Hall Cricklewood Beacon-Binge (Cricklewood Growth Area)	Childs Hill <u>Cricklewood</u>	200 Cricklewood Broadway, Cricklewood, NW2 3DU	132 <u>77</u>	Leisure uses.


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8	Broadway Retail Park (Cricklewood Growth Area)	Childs Hill <u>Cricklewood</u>	Cricklewood Lane, Cricklewood, NW2 1ES	4007 <u>1,049</u>	Commercial –retail and community.
9	Colindeep Lane (adjacent to Northern Line) (Colindale Growth Area)	Colindale	Colindeep lane, Colindale, NW9 6RY	128	-
10	Douglas Bader Park Estate (Estate Regeneration and Infill)	Colindale	Clayton Field, Colindale, NW9 5SE	478	Small quantum of community facilities and commercial (retail)
11	KFC/ Burger King Restaurant (<u>Colindale Growth Area</u>)	Colindale <u>Colindale South</u>	Edgware Road, NW9 5EB	462 <u>102</u>	Commercial uses (restaurant) and takeaway Use Class E(b).
12	McDonald's Restaurant (<u>Colindale Growth Area</u>)	Colindale <u>Colindale South</u>	157 Colindeep Lane, NW9 6BD	475 <u>112</u>	Commercial uses (restaurant) and takeaway Use Class E(b).
13	Public Health England (<u>Colindale Growth Area</u>)	Colindale <u>Colindale South</u>	61 Colindale Avenue, NW9 5EQ/HT	794 <u>391</u>	Community.
14	Sainsburys The Hyde (Major Thoroughfare)	Colindale	Edgware Rd, The Hyde, NW9 6JX	1,309	Commercial (retail), community and car parking
15	Tesco Coppetts Centre (Major Thoroughfares)	Coppetts Friern Barnet	Colney Hatch Lane, Friern Barnet, N11 0SH	397	Commercial (retail), community and car parking.
16	45-69 East Barnet Rd (New Barnet Town Centre)	East Barnet	45-69 East Barnet Rd, New Barnet, EN4 8RN	110 <u>75</u>	Commercial (retail and office).
17			Site previously removed before the Plan was submitted for Examination, but number retained to provide consistency of numbering between the Plan versions.		
18	Former East Barnet Library	East Barnet	85 Brookhill Rd, New Barnet EN4 8SG	12	Community.
19	East Barnet Shooting Club (New Barnet Town Centre)	East Barnet	Victoria Rd New Barnet EN4 9SH	43	<u>None.</u>
20	Fayer's Building Yard & Church (New Barnet Town Centre)	East Barnet	63-77 East Barnet Rd & 15-17 Margaret Rd, New Barnet, EN4 9NR	25	Community.
21	New Barnet Gasholder (New Barnet Town Centre)	East Barnet	Albert Rd, New Barnet, EN4 9SH	201	Community <u>None.</u>
22	Sainsburys (New Barnet Town Centre)	East Barnet	66 East Barnet Rd, New Barnet, EN4 8RQ	199	Commercial (retail and office) and car parking.

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23	Bobath Centre (East Finchley Town Centre)	East Finchley	250 East End Rd, East Finchley, N2 8AU	25	Community.
24	East Finchley Station Car Park (East Finchley Town Centre)	East Finchley	High Rd East, Finchley, N2 0NW	135	Commercial (office), and public realm and car parking.
25	East Finchley Substation (East Finchley Town Centre)	East Finchley <u>Garden Suburb</u>	High Rd, East Finchley, N2 0NL	23 <u>9</u>	<u>Commercial (office).</u>
26	Park House (East Finchley Town Centre)	East Finchley	16 High Rd, East Finchley, N2 9PJ	20 19	Community
27	Edgware Town Centre (Edgware Growth Area)	Edgware	Station Rd, Edgware, HA8	2,379	Town centre uses, commercial (retail and office), leisure, entertainment and community and car parking.
28	Edgware Underground & Bus Stations (Edgware Growth Area)	Edgware	Station Rd, Edgware, HA8 7AW	2,317 <u>2,316</u>	<u>Town centre uses, transport, commercial (retail and office), leisure, public realm, and community and car parking.</u>
29	Scratchwood Quarry	Edgware <u>Edgwarebury</u>	NW7 3JA	-	Waste <u>management.</u>
30	Finchley Central Station (Finchley Central/ Church End Town Centre)	Finchley Church End / <u>West Finchley</u>	Squires Lane/ Nether St/ Crescent St, Finchley N12 (railway verges and airspace above tracks and Finchley Central station)	556	Transport <u>infrastructure</u> , commercial (retail and offices) and car parking.
31	Brentmead Place (Major Thoroughfare)	Golders Green	1-6 Brentmead Place (North Circular Road), Golder's Green, NW11 9JG	46	<u>None.</u>
32	Manor Park Road car park	Golders Green	72-76 Manor Park Rd, East Finchley, N2 0SJ	7	-
33	Bunns Lane Car Park (Mill Hill Town Centre)	Hale <u>Edgwarebury</u>	Bunns Lane, Mill Hill, NW7 2AA	43	Hotel and car parking.
34	Burroughs Gardens Car Park (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4AU	9	<u>None.</u>
35	Egerton Gardens Car Park (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 8BD	23 (60 student halls or residence) <u>25 (2.5 student rooms to 1 standard housing unit).</u>	<u>None.</u>
36	Fenella (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4BS	60 (180 student halls of residence) <u>65 (2.5 student rooms to 1 standard housing unit).</u>	Educational

Ref	Section / Site Proposal	Proposed Modification Strikethrough text = text proposed for removal compared to submission version <u>Underline text</u> = new text proposed for addition compared to submission version			
37			Site previously removed before the Plan was submitted for Examination, but number retained to provide consistency of numbering between the Plan versions.		
38	Ravensfield House (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4BT	84 (252 student halls of residence) 90 (2.5 student rooms to 1 standard housing unit).	Educational uses.
39	The Burroughs Car Park (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4AR	21	<u>None.</u>
40	Meritage Centre	Hendon	28-46 Meritage Centre, Church End, Hendon NW4 4JT	36 (108 student halls of residence) <u>73 (2.5 student rooms to 1 standard housing unit)</u>	Community.
41	PDSA and Fuller Street Car Park	Hendon	The Burroughs, <u>Fuller Street,</u> Hendon, NW4 4BE	12 (36 student halls of residence) <u>32 (2.5 student rooms to 1 standard housing unit)</u>	Community.
42	Usher Hall (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4HE	39 (117 student halls of residence) <u>9 (23 student units ratio 2.5 student rooms to 1 standard housing unit)</u>	<u>None.</u>
43	Army Reserve Depot (Chipping Barnet Town Centre)	High Barnet	St Alban's Rd, Chipping Barnet, EN5 4JX	193	Commercial. (office) and community
44	High Barnet Station (Chipping Barnet Town Centre)	High Barnet <u>Barnet Vale</u>	Great North Rd, Chipping Barnet, EN5 5P	292	Commercial, public realm and car parking. and employment. Designated within UDP (2006) as Site 26 supporting commercial (office), hotel and leisure.
45	<u>Land Adjoining The Whalebones Park (Chipping Barnet Town Centre)</u>	High Barnet	Wood St, Chipping Barnet, EN5 4BZ	149 <u>100</u>	Community facilities and <u>publicly accessible open local green space.</u>
46	IBSA House (Mill Hill Growth Area)	Mill Hill	The Ridgeway, Mill Hill, NW7 1RN	197	<u>None.</u>
47	Mill Hill East Station (Mill Hill Growth Area)	Mill Hill	Bittacy Hill, Mill Hill, NW7 1BS – airspace above and land adjoining station	127	Rail <u>Transport</u> infrastructure and car parking.
48	Mill Hill Library (Mill Hill Town Centre)	Mill Hill	Hartley Avenue, NW7 2HX	19 <u>10</u>	Community.

Ref	Section / Site Proposal	Proposed Modification Strikethrough text = text proposed for removal compared to submission version <u>Underline text</u> = new text proposed for addition compared to submission version			
49	Watchtower House & Kingdom Hall (Mill Hill Growth Area)	Mill Hill	The Ridgeway, Mill Hill, NW7 1RS/ 1RL	224 <u>184</u>	Open Green Belt and community uses.
50	Watford Way & Bunns Lane (Major Thoroughfare)	Mill Hill	Adjacent to Watford Way, Mill Hill, NW7 2EX	105	<u>None.</u>
51	Great North Road Local Centre (Major Thoroughfare)	Oakleigh <u>Barnet Vale</u>	Great North Rd, New Barnet, EN5 1AB	84 <u>27</u>	Cinema and public house.
52	Kingmaker House (New Barnet Town Centre)	<u>Oakleigh</u>	<u>15 Station Rd, New Barnet, EN5 1NW</u>	<u>61</u>	<u>Commercial (office)</u>
53	Allum Way (Whetstone Town Centre)	Totteridge <u>Whetstone</u>	Totteridge & Whetstone station/ High Rd/ Downland Close/ Allum Way, Whetstone, N20	600 <u>599</u>	TfL rail <u>Transport</u> infrastructure, commercial (office and light industrial), community and car parking.
54	Barnet House (Whetstone Town Centre)	<u>Totteridge</u>	<u>1255 High Rd, Whetstone, N20 0EJ</u>	<u>139</u>	<u>Commercial (office) and community</u>
55	Woodside Park Station East (Existing Transport Infrastructure)	Totteridge <u>Totteridge & Woodside</u>	Woodside Park Rd, Woodside Park, N12 8RT	95	Car parking.
56	Woodside Park Station West (Existing Transport Infrastructure)	Totteridge <u>Totteridge & Woodside</u>	Station Approach, Woodside Park, N12 8RT	356 <u>86</u>	<u>None.</u>
57	309-319 Ballards Lane (North Finchley Town Centre)	West Finchley	309-319 Ballards Lane, North Finchley, N12 8LY	130 <u>83</u>	Commercial (retail and office) and community.
58	811 High Rd & Lodge Lane car park (North Finchley Town Centre)	West Finchley	811 High Rd & Lodge Lane, North Finchley, N12 8JT	132	Commercial (retail and office) and public car parking.
59	Central House (Finchley Central / Church End Town Centre)	West Finchley	1 Ballards Lane, Finchley N3 1UX	48 <u>42</u>	Commercial. (retail and office)
60	Finchley House (key site 3) (North Finchley Town Centre)	West Finchley	High Road & Kingsway North Finchley N12 0BT	202 <u>128</u>	Commercial (office) and community.
61	Tally Ho Triangle (key site 4) (North Finchley Town Centre)	West Finchley	High Rd, Ballard's Lane & Kingsway, North Finchley, N12 0GA/ 0GP	281 <u>205</u>	Commercial, <u>town centre uses</u> (retail, and office), leisure, transport <u>infrastructure</u> , car parking and community facilities

Ref	Section / Site Proposal	Proposed Modification Strikethrough text = text proposed for removal compared to submission version <u>Underline text</u> = new text proposed for addition compared to submission version			
62	Tesco Finchley (Central Finchley Central / Church End Town Centre)	West Finchley	21-29 Ballard's Lane, Finchley, N3 1XP	170	Commercial (retail and office) and car parking.
63	Philex House (Major Thoroughfare)	West Hendon	110-124 West Hendon Broadway, West Hendon, NW9 7DW	48 <u>22</u>	<u>None.</u>
64	744-776 High Rd (North Finchley Town Centre)	Woodhouse	744-776 High Rd, North Finchley, N12 9QG	175 <u>112</u>	Commercial. (retail and office)
65	Barnet Mortuary (former) (<u>Major Thoroughfare</u>)	Woodhouse <u>West Finchley</u>	Dolman Close Finchley N3 2EU	20 <u>60</u>	<u>None.</u>
66	East Wing (key site 4) (North Finchley Town Centre)	Woodhouse	672-708 High Rd North Finchley N12 9PT/9QL	125 <u>80</u>	Commercial (retail and office) and cultural
67	Great North Leisure Park (Major Thoroughfare)	Woodhouse	High Rd, Friern Barnet, N12 0GL	352	Sports and Leisure, commercial and (restaurants and cafes), community. and car parking
MM 82	Chapter 16 – Annex 1 Section 5 Borough Sites Map				

Ref	Section / Site Proposal	Proposed Modification Strikethrough text = text proposed for removal compared to submission version <u>Underline text</u> = new text proposed for addition compared to submission version
		
MM 83	Site 1	Former Church Farm Leisure Centre

Site No. 1	Former Church Farm Leisure Centre		
Site Address:	Burlington Rise, Brunswick Park, EN4 8XE		
<p style="text-align: center;">Map and I</p> <p style="text-align: center;">mage retained as submitted</p>	Ward:	Brunswick Park East <u>Barnet</u>	Image retained as submitted
	PTAL 2019:	1B	
	PTAL 2031:	1B	
	Site Size:	0.13 ha	
	Ownership:	Council	
	Site source:	Council assets disposal programme	
	Context type:	Urban	
	Existing or most recent site use/s:	Swimming pool/leisure centre	
	Development timeframe:	0.5 years <u>6-10 years</u>	
	Planning designations:	Archaeological Priority Area	
	Relevant planning applications:	None	
Site description:	The site is immediately adjacent to Grade II listed buildings, including the water tower, 2A and 3 Church Farm School, and the nearby St Mary's Church. Surrounding buildings are of 2-3 storeys. The site		

		<p>formerly included a Council-owned public swimming pool and leisure centre (replaced in 2019-20 by the new leisure centre in Victoria Recreation Ground, New Barnet). The site adjoins <u>Mill Hill County Oak Hill</u> Secondary School.</p>
	<p>Applicable Draft Local Plan policies:</p>	<p>GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, CHW01, CHW02, TRC01, TRC03</p>
	<p>Proposed uses/ allocation (as a proportion of floorspace):</p>	<p>100% Residential</p>
	<p>Indicative residential capacity:</p>	<p>12 <u> dwellings</u></p>
	<p>Justification:</p>	<p>The leisure centre has been replaced by the new facility at Victoria Recreation Ground. The location and context make this site suitable for residential development.</p>
<p>Site requirements and development guidelines:</p>	<p>The adjacent and nearby statutorily listed buildings must be carefully considered in any redevelopment of the site, and proposals must also respect the scale and form of the surrounding buildings, including the nearby listed St Mary's Church.</p> <p><u>The scale of proposals should be modest across the site and reflect the existing cottages to the north.</u></p> <p><u>The relationship with the surrounding historic environment should be considered. Proposals must consider and respect the setting of adjacent and nearby statutorily listed buildings in terms of the scale and form of the surrounding buildings. Building heights must consider the adjacent Grade II listed water tower that stands as a prominent feature above its immediate surroundings, along with the nearby listed St Mary's Church, to ensure that</u></p>	

the significance of the heritage assets is conserved or enhanced. Proposals must not affect the safe running of the neighbouring school.

Provision of an archaeological assessment is required at the application stage.

**MM
84**

Site 2

North London Business Park

Site Address:

Brunswick Park Rd, Brunswick Park, N11 1NP

Map and Image retained as submitted

Ward:	Brunswick Park
PTAL 2019:	1B
PTAL 2031:	1A/1B
Site Size:	16.49 ha
Ownership:	Private
Site source:	Call for sites, Planning Brief
Context type:	Urban
Existing or most recent site use/s:	Offices, school
Development timeframe:	6-10 years

Image retained as submitted

	Planning designations:	Locally Significant Industrial Site	
	Relevant planning applications:	15/07932/OUT (granted on appeal).	
	Site description:	A large site currently in use for low-rise office buildings, extensive car parking and a secondary school. Designation as a Locally Significant Industrial Site reflects existing office uses. There are also large areas of green landscaping. The main line railway runs along the western boundary of the site, and on other sides is surrounded by suburban housing.	
	Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, ECY01, ECY02, ECY03, TRC01, TRC02, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	Residential with a school, multi-use sports pitch, employment and associated car parking.	
	Indicative residential capacity:	1,350 (15/07932/OUT) 1,350 dwellings – based on the extant hybrid planning permission (15/07932/OUT)	
	Justification:	The site has received planning permission (ref 15/07932/OUT).	

<p>Site requirements and development guidelines:</p>	<p>The Council seeks comprehensive redevelopment through a residential led scheme that integrates with the surrounding area. There should also be provision of education, replacement nursery and other community uses; affordable and flexible employment floorspace for SMEs; a replacement sports pitch to serve both the new development and the surrounding area; and provision of a significant quantity of public open space. Access to the site from surrounding areas must improve both permeability and security, while avoiding vehicular traffic using the site as a through-route. The scale provides an opportunity for the redevelopment to define the site's own character, and to increase local permeability and integration. The design will need to consider the amenity of surrounding suburban housing. <u>There is a need for development to include the provision of greenspaces, pocket parks, walking and cycling routes and linkages between Brunswick Park Road, Ashbourne Avenue, Howard Close and Oakleigh Road.</u></p> <p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to <u>enable delivery of the detailed element of the existing planning permission and determine whether a detailed drainage strategy informing what additional infrastructure is may be required to support the remaining development.</u> The <u>A detailed drainage strategy should be submitted with the any subsequent planning application.</u></p> <p><u>The consented 1,350 residential dwellings is a minimum figure that is based on the extant hybrid planning permission (15/07932/OUT). The development timeframe of 6-10 years reflects consistency with Table 5 and does not preclude a contribution of 360 dwellings to deliverable supply as consistent with the detailed element of the permission at the time of adoption of the Plan, with the remainder constructed over the longer-term developable supply timeframe. Any subsequent application proposal seeking an uplift to the residential density within the allocation would be required, at the application stage, to demonstrate acceptability through a design-led approach in accordance with London Plan Policy D3.</u></p> <p>For further information refer to the North London Business Park (2016) Planning Brief.</p>
<p>MM 85</p>	<p>Site 3</p> <p>Osidge Lane Community Halls</p>
<p>Site No. 3</p>	<p>Osidge Lane Community Halls</p>

Site Address:	Osidge Lane, Southgate, N14 5DU		
Map and Image retained as submitted	Ward:	Brunswick Park	
	PTAL 2019:	2	
	PTAL 2031:	2	
	Site Size:	0.45 ha	
	Ownership:	Council	
	Site source:	Council assets disposal programme	
	Context type:	Urban	
	Existing or most recent site use/s:	Community facilities, associated car park, access road to primary school	
	Development timeframe:	0-5 years <u>6-10 years</u>	
	Planning designations:	<u>Includes Metropolitan Open Land (MOL) within part of the site</u>	
Relevant planning applications:	None		
			Image retained as submitted

	Site description:	The site contains two community halls, parking for Brunswick Park, and an access road to a primary school and for maintenance access to Brunswick Park. The site is close to Pymmes Brook and the northern edge of the site lies partly within Flood Zone 3. The site includes a small area of Metropolitan Open Land (MOL) along the south part of the site. A Site of Importance for Nature Conservation (SINC) is adjacent, and Green Chain which surrounds Pymmes Brook. Buildings on Osidge Lane are low-rise residential dwellings.	
	Applicable Draft Local Plan policies:	GSS01, GSS12, HOU01, HOU02, CDH01, CDH02, CHW01, CHW02, ECC02, ECC02A, ECC04, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	<u>25% Residential floorspace with 75% floorspace for Community uses, school access and retained parking, park access with residential development.</u>	
	Indicative residential capacity:	16 <u>dwellings</u>	
	Justification:	<p>This site is in a residential area and is in a relatively low-intensity use, providing an opportunity for a more effective use of the space.</p> <p><u>The Council's Level 2 Strategic Flood Risk Assessment (SFRA) and supporting Technical Note conclude that the site passes the exceptions test and could be developed safely, subject to a robust Flood Risk Assessment at planning application stage, and design that incorporates suitable mitigation measures.</u></p>	

Site requirements and development guidelines:	<p>Evidence must be provided that the community halls are no longer required or will be replaced at a suitable location. The site is partly in Flood Zone 3 and proposals must, with reference to the SFRA Level 2, demonstrate how flood risk will be managed and mitigated. Development should avoid losing openness of the MOL designated area. Proposals must take into consideration that a critical Thames Water trunk sewer runs through or close to this site. Vehicular access to the primary school and for Brunswick Park must be maintained, reducing the developable area at the west of the site. Proposed designs must take into consideration the low-rise (2-3 storey) residential context.</p> <p><u>There is a need for the development to improve walking and cycling access to the primary school and Brunswick Park Open Space.</u></p>		
MM 86	Site 4	Osidge Library & Health Centre	
Site No. 4	Osidge Library & Health Centre		
Site Address:	Brunswick Park Road & Osidge Lane, Brunswick Park, N11 1EY		
Map and Image retained as submitted	Ward:	Brunswick Park	Image retained as submitted
	PTAL 2019:	1B/ 2	
	PTAL 2031:	1B/ 2	
	Site Size:	0.39 ha	
	Ownership:	Council	
	Site source:	Council assets disposal programme	
	Context type:	Urban	

	Existing or most recent site use/s:	Public library and health centre with associated car parking	
	Development timeframe:	0-5 years <u>6-10 years</u>	
	Planning designations:	None	
	Relevant planning applications:	None	
	Site description:	<p>The existing uses include a health centre and library which are essential community infrastructure.</p> <p>The surrounding buildings are of a low-rise residential nature. The site is situated on a prominent corner location and includes attractive, mature trees as part of a landscaped area.</p>	
	Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, CDH01, CDH02, CHW01, CHW02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	50% residential floorspace with 50% floorspace to provide a replacement library and health centre <u>Residential development, community uses, and park access.</u>	
	Indicative residential capacity:	16 <u>10 dwellings</u>	

		Justification:	This site is in a residential area and is in a relatively low-intensity use, providing an opportunity for a more effective use of the space.	
Site requirements and development guidelines:		<p>The health centre and library are essential community infrastructure and that any proposal must re-provide, either on-site or in a comparable replacement site. Community facilities will need to be provided on the ground floor. Any proposal must take into consideration the low-rise residential nature of surrounding buildings and avoid overlooking the neighbouring primary school.</p> <p><u>A Pproposal must address in design terms the site's prominent corner location in the local urban context, including retention of the mature trees as part of a landscaped area. Any development of the land must seek to retain important wildlife habitats and trees; and appropriate habitat enhancement and/or creation to provide the fullest contributions to enhancing biodiversity and protects existing site ecology in accordance with Policies CDH07 and ECC06 of the Local Plan.</u></p> <p><u>There is a need for the development to improve walking and cycling access to the primary school and Brunswick Park Open Space.</u></p> <p>The parking requirements must be assessed as part of any proposal.</p>		
MM 87	Site 5	Edgware Hospital		
Site No. 5		Edgware Hospital (Major Thoroughfare)		
Site Address:		Edgware Rd, Burnt Oak, HA8 0AD		
Map and Image retained as submitted		Ward:	Burnt Oak	Image retained as submitted
		PTAL 2019:	3	
		PTAL 2031:	3	

	Site Size:	2.87 ha <u>6.4 ha</u> (<u>5.2 ha currently outside of Flood Zone 3b</u>)
	Ownership:	Public (NHS)
	Site source:	Call for sites
	Context type:	Urban
	Existing or most recent site use/s:	Hospital
	Development timeframe:	6-10 years
	Planning designations:	Site of Borough Importance for Nature Conservation
	Relevant planning applications:	None <u>(21/0274/OUT).</u>

	Site description:	<p>An NHS hospital on a relatively low-density site, with buildings of <u>1-25 storeys</u>. To the north and south are 3-6 storey residential blocks, while a railway line is located to the rear.</p> <p>A- <u>There are</u> large areas of surface car parking. Much of the site is in Flood Zone 2 and a significant portion within Zone 3a; while <u>land</u> surrounding <u>the</u> Silk Stream is Zone 3b (functional floodplain). A Site of Borough Importance for Nature Conservation lies along the Silk Stream. The site is on the A5 Edgware Road which is in this section is <u>predominantly</u> low-rise in character, with retail and office uses. To the north and south are 3-4 storey residential blocks, while a railway line is to the rear. Burnet Oak Station is within approximately ½ km.</p>	
	Applicable Draft Local Plan policies:	GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, ECC02, ECC02A, ECC06, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	75% of the site by floorspace to continue in use as a hospital, with associated car parking; with 25% of site by floorspace to be residential. <u>Residential development with retention of healthcare provision and access.</u>	
	Indicative residential capacity:	366 units <u>129 dwellings based on the extant planning permission (21/0274/OUT).</u>	

	Justification:	<p>There is potential to make more efficient use of this relatively low-density location for housing while maintaining the hospital uses on site.</p> <p><u>The Level 2 SFRA and supporting Technical Note conclude that the site passes the Exceptions Test as there are no reasonable alternatives to this site with similar capacity within flood zones with a lower risk of flooding, and that the site can be developed safely with regards to flood risk. It recommends avoiding development within Zone 3b which is largely concentrated closer to the Silk Stream but suggests that flood resilience measures and compensatory flood storage equal to or exceeding flood depths will be required to offset development. Without prejudice, any forthcoming scheme must be accompanied by a detailed site-specific Flood Risk Assessment that assesses flood risk from all sources and provides detailed mitigation and safe access and egress. Given the findings and recommendations of the Level 2 SFRA and Technical Note, although the 6.4ha site size and proposal boundary as shown on the Policies Map remains unchanged, it is notable that currently 19% of the site is within Flood Zone 3b.</u></p>
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<p>Site requirements and development guidelines:</p>	<p>The hospital will continue in operational use and full unrestricted access must be maintained. <u>Any subsequent application proposal seeking additional residential development within the allocation would require demonstration of acceptability through a site-specific flood risk assessment and design-led approach, including application of the exception test to any parts of the site within Flood Zone 3a.</u> Development should avoid those parts of the site in Flood Zone 3b (functional flood plain). Proposals should refer to the SFRA Level 2 for flood risk avoidance and mitigation measures. The opportunity to remove obsolete weirs at the confluence of the Silk Stream and Deans Brook in northern part of site should be considered. The designated SINC must be protected. Opportunities should be sought to improve biodiversity along the Silk Stream, with a 10-meter buffer reserved along the waterway corridor. Better public access along the Silk Stream should be provided, linking together with the north-south pathway which runs between Deansbrook Road and Watling Avenue along the eastern edge of the site. Connectivity for the Barnet Loop should be explored, with reference to Barnet's Long Term Transport Strategy (LTTS).</p> <p>The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p> <p><u>Opportunities should be sought to improve biodiversity along the Silk Stream, with a 10-meter buffer reserved along the waterway corridor. Any development of the land must seek to retain important wildlife habitats and trees that are present to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.</u></p> <p><u>This site lies on the Strategic Walking Network and a footpath runs along the back of the hospital grounds alongside the railway line. There is a need for development proposals to ensure effective connectivity to this network and improve the environment of this footpath and open up its access to the Silk Stream. Connectivity for the Barnet Loop should be explored, with reference to Barnet's Long Term Transport Strategy (LTTS).</u></p> <p>The site should be subject to an archaeological assessment.</p> <p>This location may be suitable for a tall building; further guidance will be provided by the Building Heights SPD. Any tall building should be located away from Silk Stream main river.</p>	
<p>MM 88</p>	<p>Site 6</p>	<p>Watling Avenue car park & market</p>

Site No. 6	Watling Avenue car park & market (Burnt Oak Town Centre)		
Site Address:	Barnfield Rd, Burnt Oak, HA8 0AY		
Map and Image as submitted—deleted	Ward:	Burnt Oak	Image as submitted—deleted
	PTAL 2019:	5	
	PTAL 2031:	5	
	Site Size:	1.47 ha	
	Ownership:	Public (Council and TfL)	
	Site source:	Call for sites, UDP	
	Location type:	Urban	
	Existing or most recent site use/s:	Car park, station building, shopping parade and market	
Development timeframe:	5-10 years		

	<p>Planning designations:</p>	<p>Burnt Oak Town Centre; Site of Borough Importance for Nature Conservation; Watling Estate Conservation Area</p>	
	<p>Relevant planning applications:</p>	<p>None</p>	
	<p>Site description:</p>	<p>The site is predominantly public car parking (227 spaces), with a portion given over to a semi-permanent market. An extensive area to the north of the site is undeveloped and overgrown with trees and shrubs. The southern part of the site lies along Watling Avenue and includes part of Burnt Oak Station and a retail parade of 2-storey, inter-war era buildings, designated as a Primary Retail Frontage. The site is within Burnt Oak Town Centre and the Watling Estate Conservation Area. The Silk Stream wraps around the western edge and much of the site is within Flood Zone 3, with a significant portion of the site in Zone 3b (functional flood plain). A Site of Borough Importance for Nature Conservation lies along the watercourse. The Northern Line is along the eastern site boundary, with the Underground and bus routes providing public transport access.</p>	
	<p>Applicable Draft Local Plan policies:</p>	<p>GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, CHW02, ECC02, ECC06, TRC01, TRC03</p>	

		Proposed uses/ allocation (as a proportion of floorspace):	-80% residential floorspace with 20% of floorspace for mixed uses including the station building, commercial (E uses) and car parking.
		Indicative residential capacity:	160
		Justification:	The location is highly accessible and has potential for significant intensification. Development should avoid those parts of the site at highest flood risk.
Site requirements and development guidelines:	<p>The Flood Zone 3 covering much of the site means that proposals must be subject to the sequential and exception tests and demonstrate how flood risk will be managed and mitigated; the SFRA Level 2 sets out mitigation measures. Development should be located away from those parts of the site at the highest level of flood risk. Proposals must retain town centre uses along the Primary Retail Frontage. Design proposals must also consider the conservation area status ensure protection of the mature trees designated SINC. Proposals should seek to retain the areas of greenery along the Silk Stream and to the northern part of the site to improve biodiversity and as locations for SuDS. Opportunities for public access along the Silk Stream should be fully explored, along with improvements to the footpath running northwards towards Deansbrook Road. Connectivity for the Barnet Loop should be explored, with reference to Barnet's Long Term Transport Strategy (LTTS).</p> <p>The site should be subject to an archaeological assessment. Public car parking requirements must be assessed and re-provide as needed. TfL are seeking an improved station interchange and step-free access and proposals may be required to make a planning contribute towards this.</p> <p>The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan.</p> <p>The adjacent Northern Line runs through the night on Friday and Saturday and noise levels must be mitigated.</p>		
MM 89	Site 7	Bingo Hall Cricklewood	

<u>Site No. 7</u>	Beacon Binge <u>Bingo Hall Cricklewood (Cricklewood Growth Area)</u>		
Site Address:	200 Cricklewood Broadway, Cricklewood, NW2 3DU		
Map and Image retained as submitted	Ward:	Childs Hill <u>Cricklewood</u>	Image retained as submitted
	PTAL 2019:	5	
	PTAL 2031:	6A	
	Site Size:	0.47 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Central <u>Urban</u>	
	Existing or most recent site use/s:	Bingo hall	
	Development timeframe:	6-10 years	
	Planning designations:	Archaeological Priority Area	
Relevant planning applications:	None		

	Site description:	The bingo hall occupies a prominent corner location on Cricklewood Broadway. The site is adjacent to the northern boundary of Cricklewood Town Centre. Cricklewood Broadway is characterised by a diverse range of buildings, including late 19th century frontages of 2-4-storeys with retail and residential uses. The site is close to Cricklewood Station.
	Applicable Draft Local Plan policies:	GSS01, GSS04, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW04, CHW02, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	70% of floorspace residential with 30% as leisure uses <u>Residential led mixed use development with leisure.</u>
	Indicative residential capacity:	432-77 dwellings.
	Justification:	The location is highly accessible and has potential for significant intensification.

<p>Site requirements and development guidelines:</p>	<p>Proposals must support the continuing use of the site as a leisure venue on the vibrant and accessible Cricklewood Broadway. The design should include an active frontage onto Cricklewood Broadway.</p> <p>While tall buildings may be permitted in the Cricklewood Growth Area means, the design must be mindful of the local context.</p> <p><u>The north-western-most boundary of the site sits adjacent to the Railway Terraces Conservation Area; although this interaction occurs on a smaller, narrower section of the site there is a need for the design to respect the adjacent character and heights of those properties in the Railway Terraces Conservation Area which comprises of a large collective of Locally Listed dwelling houses. This is necessary to ensure that the significance of designated heritage assets is conserved or enhanced, and the effect on the significance of non-designated heritage assets is taken into account as part of the determination of the application.</u></p> <p><u>Tall buildings may be appropriate, however, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. The approach to tall buildings must be consistent with Policy CDH04 of the Local Plan and give consideration to the relationship with the setting of the nearby Railway Terraces Conservation Area. Further guidance will be provided by the Designing for Density SPD.</u></p> <p>The scale of development, <u>when taken together with Site 8</u>, is likely to require upgrades of the water supply network infrastructure. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing phasing plan to ensure development does not outpace delivery of essential network upgrades.</p> <p>The site should be subject to an archaeological assessment.</p> <p>The Council will prepare an area planning framework for the Cricklewood Growth Area.</p>	
<p>MM 90</p>	<p>Site 8</p>	<p>Broadway Retail Park</p>
<p>Site No. 8</p>	<p>Broadway Retail Park (Cricklewood Growth Area)</p>	
<p>Site Address:</p>	<p>Cricklewood Lane, Cricklewood, NW2 1ES</p>	

Map and Image retained as submitted	Ward:	Childs Hill <u>Cricklewood</u>	Image retained as submitted
	PTAL 2019:	5	
	PTAL 2031:	5	
	Site Size:	2.77 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Central	
	Existing or most recent site use/s:	Retail and associated car parking	
	Development timeframe:	0-5 years <u>6-10 years</u>	
	Planning designations:	None	

	<p>Relevant planning applications:</p>	<p><u>20/3564/OUT (refused)</u> 1,100 residential units and mixed uses.</p> <p><u>(Planning permission granted on appeal for 1,049 residential units and up to 1,200 M² of flexible commercial and community floorspace (use classes A3/B1/D1 and D2)</u></p>	
	<p>Site description:</p>	<p>Low-density retail units with extensive car parking, adjacent to Cricklewood Town Centre. The Midland Mainline railway runs along the eastern boundary. Opposite are 2-3 storey early 20th Century buildings in retail and residential use.</p> <p>The Cricklewood Railway Terraces conservation area lies to the north west of the site while the Mapesbury Conservation Area lies to the south in neighbouring Brent.</p> <p>Cricklewood Station is adjacent, and the site is highly accessible by public transport.</p>	

	Applicable Draft Local Plan policies:	GSS01, GSS04, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CDH08, TOW01, TOW02, CHW01, CHW02, EGY03, TOW02, TRC01, TRC02, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	<p>.90% of floorspace as residential with 10% commercial and community</p> <p><u>Residential led mixed use development with commercial and community uses</u></p>
	Indicative residential capacity:	1007 <u>1,049 dwellings (20/3564/OUT)</u>
	Justification:	The low density buildings and surface car parking are in a high PTAL location, adjacent to town centre shops and services.

<p>Site requirements and development guidelines:</p>	<p>The site is suitable for a residential-led scheme along with retail and community uses.</p> <p>Good public transport access, proximity to town centre facilities and the potential for tall buildings mean that significant intensification of the site is possible. <u>Any subsequent application proposal would be required to demonstrate an acceptable design-led approach in accordance with London Plan Policy D3.</u></p> <p>Proposal <u>Design must also take into careful consideration the sensitive adjacent conservation areas in Barnet and Brent, and low-rise buildings to the south east to ensure that the significance of heritage assets is preserved or enhanced. Whilst tall buildings may be appropriate, the approach to tall buildings must be consistent with Policy CDH04. All tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, (including the setting of the nearby Railway Terraces Conservation Area), responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u></p> <p>The site should be subject to an archaeological assessment.</p> <p>The water supply and wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application.</p> <p>The Council will prepare an area planning framework for the Cricklewood Growth Area.</p>		
<p>MM91</p>	<p>Site No. 9</p>	<p>Colindeep Lane (adjacent to Northern Line) (Colindale Growth Area)</p>	
<p>Site Address:</p>	<p>Colindeep Lane, Colindale, NW9 6RY</p>		
<p>Map and Image as submitted – deleted</p>	<p>Ward:</p>	<p>Colindale</p>	<p>Image as submitted – deleted</p>
	<p>PTAL 2019:</p>	<p>1A</p>	
	<p>PTAL 2031:</p>	<p>2</p>	

	Site Size:	0.81 ha	
Ownership:	Public (TfL)		
Site source:	Call for sites		
Context type:	Urban		
Existing or most recent site use/s:	Vacant; surplus railway corridor land.		
Development timeframe:	6-10 years		
Planning designations:	Site of Borough Importance for Nature Conservation; Green Chain		
Relevant planning applications:	None		
	Site description:	<p>The site is thickly wooded and lies adjacent to the embankment for the Northern Line. Due to the proximity of the Silk Stream a significant portion of the site is Flood Zone 2, with some of the site in Zone 3. Difficult access also makes the site vulnerable to flood risk. A Site of Borough Importance for Nature Conservation covers part of the site, which is also crossed by a green chain route along the Silk Stream. The backlands location and watercourse make site access difficult.</p>	

	Applicable Draft Local Plan policies:	GSS01, GSS06, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CHW02, ECC02, ECC02A, ECC06, TRC01, TRC04
	Proposed uses/ allocation (as a proportion of floorspace):	100% residential
	Indicative residential capacity:	128
	Justification:	The site is not in use and lies within a residential area, offering potential for intensification. The portion of the site in Flood Zone 3b (functional flood plain) should not be built on.

Site requirements and development guidelines:	<p>Necessary flood risk prevention and mitigation measures must be made to enable development, with reference to the SFRA Level 2. Naturalised SuDS should be integrated within the proposals.</p> <p>Design proposals must ensure protection of the mature trees and Green Chain and adjoining SINC. Proposals should seek to retain the areas of greenery along the Silk Stream to improve biodiversity, along with the potential for creating publicly accessible nature areas. Opportunities for public access along the Silk Stream should be fully explored, with potential for a direct through route between Colindale Park and Rushgrove Park as part of the Barnet Loop with reference to Barnet's Long Term Transport Strategy (LTTS).</p> <p>The site should be subject to an archaeological assessment.</p> <p>The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p> <p>Designs must consider the privacy and amenity of neighbouring residential properties and mitigate the noise from the adjacent Northern Line that runs through the night on Friday and Saturday.</p> <p>Proposals must demonstrate how sufficient access to public highway will be secured.</p>
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MM 92	Site 10	Douglas Bader Park Estate
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Site No. 10	Douglas Bader Park Estate (Estate Regeneration and Infill)
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Site Address:	Clayton Field, Colindale, NW9 5SE
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Map and Image as submitted – deleted	Ward:	Colindale	Image as submitted – deleted
	PTAL 2019:	1B	
	PTAL 2031:	1B	
	Site Size:	4.12 ha	

	Ownership:	RSL	
	Site source:	Regeneration Report	
	Context type:	Urban	
	Existing or most recent site use/s:	residential	
	Development timeframe:	6-10 years	
	Planning designations:	None	
	Relevant planning applications:	None	
	Site description:	This is a low-rise 1970s-era estate comprising 200 dwellings. The surrounding area is mainly residential. Public transport access is poor.	
	Applicable Draft Local Plan policies:	GSS01, GSS10, HOU01, HOU02, HOU05, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	Mostly residential with a small quantum of community facilities and commercial uses.	
	Indicative residential capacity:	-478 (net increase)	

	<p>Justification:</p>	<p>The estate has been identified for renewal to update the existing stock, which is in poor condition, while intensifying and making better use of the site through a net increase in housing.</p>
<p>Site requirements and development guidelines:</p>	<p>Due to high costs and substandard dwellings sizes the owner (Home Group) is seeking extensive redevelopment. In 2016 a full assessment was carried out of the estate by the owner; the majority of the properties (99.3%) on the estate fail to meet London Plan Space Standards. Additionally, the homes were built in the 1970s and will need significant investment to maintain both now and in the near future. Many of the homes are no longer fit for purpose and do not meet the housing need of Home Group customers. Home Group, in a Joint Venture with Hill, has undertaken pre-application advice discussions with both LBB and the GLA in relation to the future regeneration of the site. A successful residents' ballot was held in May 2019 where 90.5% of eligible residents participated and 75.4% voted in favour of the regeneration.</p> <p>Proposals must protect the amenity of existing households while providing sufficient amenity for the new homes.</p> <p>The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p> <p>Due to the low PTAL, proposals should support transport accessibility improvements.</p>	

MM 93	Site 11	KFC/ Burger King Restaurant		
Site No. 11		KFC/ Burger King Restaurant (<u>Colindale Growth Area</u>)		
Site Address:		Edgware Road, NW9 5EB		
Map and Image retained as submitted		Ward:	Colindale <u>South</u>	Image retained as submitted
		PTAL 2019:	4	
		PTAL 2031:	4	
		Site Size:	0.44 ha	
		Ownership:	Private	
		Site source:	Colindale Area Action Plan	
		Context type:	Central <u>Urban</u>	
		Existing or most recent site use/s:	Fast food restaurant and take-away with associated parking	

	Development timeframe:	0-5 years <u>6-10 years.</u>	
	Planning designations:	None	
	Relevant planning applications:	None	
	Site description:	<p>The site consists of a fast food restaurant and take away on a low-density site, with the single-storey building surrounded by surface car parking.</p> <p>The site lies on the busy arterial A5/ Edgware Road, along which a significant amount of development and intensification is being undertaken. Surrounding the site along this section of the A5/ Edgware Road are large scale business premises.</p> <p>The Watling Estate Conservation Area is to the north of the site, while within Brent the Roe Green Village Conservation Area lies to the <u>west east</u>, and the Buck Lane Conservation Area is to the south-<u>west</u></p> <p>To the rear is low rise residential housing. Colindale Station is within less than 1km and the A5/ Edgware Road has a high level of bus services.</p>	
	Applicable Draft Local Plan policies:	GSS01, GSS06, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, ECY03, ECC02, CHW02, TOW03, TRC01, TRC03	

	Proposed uses/ allocation (as a proportion of floorspace):	90% residential floorspace with 10% floorspace restaurant <u>Residential led development with Use Class E(b)</u>
	Indicative residential capacity:	162 <u>102 dwellings</u>
	Justification:	<p>The site is in low density use and can be intensified to provide residential uses in the <u>an</u> accessible location. <u>The 102 dwellings indicative residential capacity is based on calculations classifying the allocation within the 'Urban' density category.</u></p>

Site requirements and development guidelines:	<p>The site lies within the Colindale Growth Area. and may be suitable for tall buildings, although any proposal must take account of the low-rise nature of residential areas to the rear. Furthermore, <u>Whilst tall buildings may be appropriate, the approach to tall buildings must ensure consistency with Policy CDH04. All tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. In particular, the potential impact of any tall buildings on the setting of the Watling Estate Conservation Area, Roe Green Village Conservation Area and Buck Lane Conservation Areas must be considered to ensure that the significance of the heritage assets is conserved or enhanced.</u> Careful design and massing could minimise or mitigate impacts <u>will be required to achieve that expectation.</u> The Character Appraisals for these conservation areas should form part of the evidence base. <u>Further guidance will be provided by the Designing for Density SPD.</u></p> <p>The site should be subject to an archaeological assessment.</p> <p>As the site lies on an important movement corridor, development should positively address the Edgware Road and provide an active ground floor frontage along its length. Residential uses must ensure the future occupants are protected from air and noise pollution arising from the busy A5/ Edgware Road. Compliance is required with <u>Policy TOW03 and the Council's Healthier Catering Commitment.</u> The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p>
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MM 94	Site 12	McDonald's Restaurant		
Site No. 12		McDonald's Restaurant (<u>Colindale Growth Area</u>)		
Site Address:		157 Colindeep Lane, NW9 6BD		
Map and Image retained as submitted		Ward:	Colindale <u>South</u>	Image retained as submitted
		PTAL 2019:	3	

	PTAL 2031:	3	
	Site Size:	0.48 ha	
	Ownership:	Private	
	Site source:	Colindale Area Action Plan	
	Context type:	Central <u>Urban</u>	
	Existing or most recent site use/s:	Fast food restaurant and take-away with associated parking	
	Development timeframe:	0-5 years <u>6-10 years</u>	
	Planning designations:	None	
	Relevant planning applications:	None	

	Site description:	<p>The site consists of a fast food restaurant and take away on a low-density site, with the single-storey building surrounded by surface car parking.</p> <p>The corner site lies on the busy arterial A5 Edgware Road, along which a significant amount of development and intensification is being undertaken. On the opposite side of the Colindeep Lane junction a tall building has recently been completed. The LB Brent side of the A5/ Edgware Road consists of large-scale business premises.</p> <p>The Watling Estate Conservation Area is to the north of the site, while within Brent the Roe Green Village Conservation Area lies to the <u>east west</u>, and the Buck Lane Conservation Area is to the south-<u>west</u>. To the east and south is low rise residential housing. Colindale Station is within 1km and the A5 Edgware Road has a high level of bus services.</p>
	Applicable Draft Local Plan policies:	GSS01, GSS06, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CHW02, EGY03, ECC02, TOW03, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	90% residential floorspace with 10% floorspace restaurant <u>Residential led development with Use Class E(b)</u>
	Indicative residential capacity:	175 <u>112 dwellings.</u>

	Justification:	The site is in low density use and can be intensified to provide residential uses in <u>an accessible location. The 112 dwellings indicative residential capacity is based on calculations consistent with classification of the site within the 'Urban' density category.</u>
Site requirements and development guidelines:	<p>The site lies within the Colindale Growth Area, and may be suitable for tall buildings, although any proposal must take account of the low-rise nature of residential areas to the rear. Furthermore,</p> <p><u>Whilst tall buildings may be appropriate, the approach to tall buildings must ensure consistency with Policy CDH04. All tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. In particular, the potential impact of any tall buildings on the setting of the Watling Estate, Roe Green Village Conservation Area and Buck Lane conservation areas must be considered to ensure that the significance of the heritage assets is conserved or enhanced.</u> Careful design and massing could minimise or mitigate impacts <u>will be required to achieve that expectation.</u> The Character Appraisals for these conservation areas should form part of the evidence base. <u>Further guidance will be provided in the Designing for Density SPD.</u></p> <p>The site should be subject to an archaeological assessment.</p> <p>As the site lies on an important movement corridor, development should positively address the Edgware Road and provide an active ground floor frontage along its length. Residential uses must ensure the future occupants are protected from air and noise pollution arising from the busy A5 Edgware Road. Compliance is required with <u>Policy TOW03 and the Council's Healthier Catering Commitment.</u> The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p>	

MM 95	Site 13	Public Health England		
Site No. 13		Public Health England (<u>Colindale Growth Area</u>)		
Site Address:		61 Colindale Avenue, NW9 5EQ/HT		
Map and Image retained as submitted		Ward:	Colindale <u>South</u>	
		PTAL 2019:	3	
		PTAL 2031:	3	
		Site Size:	4.77 ha (<u>developable area of 3.46 ha</u>)	
		Ownership:	Department of Health & Social Care (Public Health England)	
		Site source:	Call for sites	
		Context type:	Urban	
		Existing or most recent site use/s:	Research laboratories	
		Development timeframe:	6-10 years	
Image retained as submitted				

	Planning designations:	Colindale Growth Area; Site of Borough Importance for Nature Conservation	
	Relevant planning applications:	None	
	Site description:	<p>The Public Health England research laboratories will be moving to a new facility in Harlow which is expected to be operational by 2025.</p> <p>The site lies within the Colindale Growth Area and is adjacent to the recently redeveloped former Colindale Hospital site. Colindale tube station is within 300m.</p> <p>A Site of Borough Importance for Nature Conservation runs along the Silk Stream edge of the site.</p> <p>Parts of the site close to the Silk Stream are within Flood Zones 2 and 3.</p>	
	Applicable Draft Local Plan policies:	GSS01, GSS04, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, EGY01, EGY02, EGY03, ECC02, ECC02A, ECC06, TRC01, TRC02, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):		95% Residential floorspace with 5% community floorspace <u>Residential and Community uses</u>

	Indicative residential capacity:	794 <u>391 dwellings.</u>
	Justification:	<p>The planned move of the Public Health England facilities provides an opportunity for intensification of this site within the Colindale Growth Area.</p> <p><u>The 391 dwellings indicative residential capacity is based on classification of the allocation within the 'Urban' density category and to account for flood risk constraints upon the developable area.</u></p> <p><u>The Level 2 SFRA and Technical Note identify that Flood Zone 3a occupies 26 per cent of the site, and within this, Flood Zone 3b also occupies 21 per cent. It is concluded that there are no reasonable alternatives to this site that provide a similar capacity; also that the site could be developed safely with regards to flood risk by avoiding vulnerable development within the flood plain – i.e. concentrating vulnerable development to the north and middle of the site, and avoiding the access road.</u></p> <p>Proposals should avoid the parts of the site that is Flood Zone 3b (functional flood plain).</p>

<p>Site requirements and development guidelines:</p>	<p>The site lies within the Colindale Growth Area is within a tall building area and has good access to public transport, potentially supporting a higher density of development. Community uses should be provided on site to support the significant number of new residents. The site is part of the wider Colindale redevelopment area and proposals must demonstrate that the physical and social infrastructure can sustainably support the site, and contributions may be required to make development acceptable.</p> <p>Proposals should avoid those parts of the site that are <u>within Flood Zone 3b (functional flood plain)</u>. Necessary flood risk prevention and mitigation measures must be made to enable development, with reference to the SFRA Level 2. <u>Application proposals will be required to demonstrate acceptability through a design-led approach (in accordance with London Plan Policy D3) and meet the exception test requirements for development on any parts of the site within Flood Zone 3a. The flood zone extends over the point of current access to the site, consideration must therefore be given to alternative safe means of access and escape in the event of a flood. Additional access arrangements via neighbouring sites to the north/ north-east should be explored.</u></p> <p><u>Whilst tall buildings may be appropriate, the approach to tall buildings must be consistent with Policy CDH04. All tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided in the Designing for Density SPD.</u></p> <p>The site should be subject to an archaeological assessment.</p> <p>Mature trees on the site should be <u>are protected by a group TPO</u> and proposals must demonstrate how they will be integrated into the landscape. <u>Any development of the land must seek to retain important wildlife habitats and trees present on the site.</u></p> <p><u>Proposals must seek the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.</u></p> <p>The Silk Stream Corridor provides an opportunity to be opened up for public access, extending an attractive green route into Montrose Park and connecting with Colindale Avenue. <u>This site lies on the Strategic Walking Network. Development proposals should therefore take the opportunity to ensure effective connectivity to this network and</u></p>
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open up its access to the Silk Stream with a walking and cycling route. Connectivity for to the Barnet Loop should be explored, with reference to Barnet's Long Term Transport Strategy (LTTTS).

The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.

MM 96	Site 14	Sainsburys The Hyde
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Site No. 14	Sainsburys The Hyde (Major Thoroughfare)
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Site Address:	Edgware Rd, The Hyde, NW9 6JX
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Map and Image as submitted – deleted	Ward:	Colindale	Image as submitted – deleted
	PTAL 2019:	2	
	PTAL 2031:	3	
	Site Size:	3.18 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Supermarket with associated car parking and petrol station	
	Development timeframe:	1-5 years	

	<p>Planning designations:</p>	<p>Site of Borough Importance for Nature Conservation; Green Chain</p>	
	<p>Relevant planning applications:</p>	<p>19/4661/FUL (approved) 1,309 residential units and commercial uses.</p>	
	<p>Site description:</p>	<p>A single-storey out-of-centre supermarket with associated surface car parking and a petrol filling station. The western boundary of the site lies on the busy A5 Edgware Road. To the east is the Silk Stream watercourse, along which is a Site of Borough Importance for Nature Conservation and Green Chain. The site is located within 1 kilometre of the Welsh Harp (Brent Reservoir) SSSI. The majority of the site is within Flood Zone 2 and parts of the south within Flood Zone 3a along the Silk Stream River Corridor. Surrounding uses are typically large scale businesses. Hendon station is within ½ km.</p>	
	<p>Applicable Draft Local Plan policies:</p>	<p>GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, CHW01, CHW02, ECY03, ECC02, ECC02A, ECC06, TRC01, TRC02 TRC03</p>	
	<p>Proposed uses/ allocation (as a proportion of floorspace):</p>	<p>Mixed use development comprising a replacement Sainsburys store of 8,998 sqm GIA (Use Class A1), 1,309 residential units (Use Class C3) and 951 sqm GIA flexible commercial space.</p>	

		Indicative residential capacity:	-1,309
		Justification:	The site has received planning permission (19/4661/FUL)
Site requirements and development guidelines:	<p>The Council has resolved to grant planning permission for this site (planning ref: 19/4661/FUL). The assessment provided in support of the application concluded that for fluvial risk for up to the 1 in 100-year flood event the existing flood defences would be sufficient, according to flood modelling completed by the Environment Agency. The assessment of existing surface water flood risk at the site is generally very low, although with some areas of higher risk—this will be managed through a surface water drainage strategy incorporating SuDS. A SFRA Level 2 has been carried out for the site. Given the location adjacent to the SSSI, the development should ensure there is no inappropriate access from the developments onto sections of the SSSI that are not formal paths/ recreation areas. The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p>		
MM 97	Site 15	Tesco Coppetts Centre	
Site No. 15	Tesco Coppetts Centre (Major Thoroughfares)		
Site Address:	Colney Hatch Lane, Friern Barnet, N11 0SH		
Map and Image retained as submitted	Ward:	Coppetts <u>Friern Barnet</u>	
	PTAL 2019:	2	
	PTAL 2031:	2	
	Site Size:	3.12 ha	
	Ownership:	Private	
Image retained as submitted			

	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Retail	
	Development timeframe:	6-10 years	
	Planning designations:	None	
	Relevant planning applications:	None	
	Site description:	<p>A large single storey supermarket with extensive associated car parking and a petrol filling station. The site is part of a larger out-of-town retail park with other business units to the west and north east. The site is accessed from the east from Colney Hatch Lane, with the A406 North Circular Road and slip road to the south. Adjacent to the north of the site is Coppetts Wood which is Metropolitan Open Land, a Local Nature Reserve, and a Site of Borough Importance for Nature. A small section along the southern boundary to west of the site adjacent to Pinkham Way, is at flood risk. In addition, the Bounds Green Brook runs underneath the site close the Pinkham Way in culvert and is designated main river.</p>	
	Applicable Draft Local Plan policies:	<p>GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, CHW01, CHW02 EGY03, ECG02, ECG02A, TRC01, TRC02 TRC03</p>	

	Proposed uses/ allocation (as a proportion of floorspace):	75% floorspace residential with 25% <u>Residential led mixed use development with commercial and community uses and car parking.</u>
	Indicative residential capacity:	397 <u> dwellings</u>
	Justification:	The site is in low density use and can be intensified to provide residential uses while maintaining the supermarket use.

Site requirements and development guidelines:	<p>No increase in retail floorspace would be expected as part of any redevelopment. An assessment must be undertaken of car parking requirements for retained retail; replacement spaces may be required. A residential redevelopment of this scale would justify the provision of a small community facility. Relatively poor access to public transport and local services will affect the level of density achievable at this site.</p> <p>The design must also ensure mitigation of noise and pollution from the North Circular Road and slip roads. Continuing business uses of other parts of the retail park may affect the residential potential, and ideally any proposal would be part of a wider redevelopment masterplan for the entire retail park. Proposals must ensure they avoid harm to the adjacent Coppetts Wood Local Nature Reserve.</p> <p>Proposals for the site should consider de-culverting of the Bounds Green Brook and inclusion of an appropriate buffer zone either side of the main river. Under no circumstances should buildings be allowed on top of the culvert, and access should be maintained along the entire length. Further information on flood risk and mitigation is provided by the SFRA Level 2.</p> <p><u>This site lies on the Strategic Walking Network. Development proposals should take the opportunity to ensure effective connectivity to this network.</u></p>
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MM 98	Site 16	45-69 East Barnet Rd
Site No. 16	45-69 East Barnet Rd (New Barnet Town Centre)	

Site Address:	45-69 East Barnet Rd, New Barnet, EN4 8RN		
Map and Image retained as submitted	Ward:	East Barnet	Image retained as submitted
	PTAL 2019:	3	
	PTAL 2031:	4	
	Site Size:	0.60 ha	
	Ownership:	Mixed	
	Site source:	New Barnet Town Centre Framework 2010	
	Context type:	Urban	
	Existing or most recent site use/s:	Retail, public house, light industry, petrol service station and residential	
	Development timeframe:	6-10 years	
	Planning designations:	Town Centre	
Relevant planning applications:	None		

	Site description:	Located within New Barnet Town Centre, this site has a Primary Frontage which includes a public house, petrol station and a number of small retail outlets with flats/offices above. The rear of the site is small-scale industrial units with areas of hardstanding and car parking. Surrounding buildings are mostly 1-2 storeys in retail use, with a church adjacent to the southern site boundary. To <u>There has been some redevelopment at the rear of the site has already been redeveloped with a new</u> 3-storey residential block. The site is close to New Barnet Station.
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW02, CHW04, EGY01, EGY02, EGY03, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	70% residential floorspace with 30% commercial uses <u>Residential led mixed use development with commercial uses.</u>
	Indicative residential capacity:	110 <u>Minimum 75 dwellings.</u>
	Justification:	The site is in low density use and can be intensified to provide residential development of an appropriate scale and massing while maintaining the town centre uses.

Site requirements and development guidelines:	<p>Maintain retail uses in the Primary Frontage along East Barnet Road. The high street character should be enhanced, potentially through refurbishing some of the existing buildings – the public house is identified as a character building by the Town Centre Framework. <u>Any forthcoming design should make provision for a public square, in accordance with the New Barnet Town Centre Framework (2010).</u> Residential uses can be focused at the rear of the site. Designs must be appropriate to the context of the high street and surrounding area. Further planning guidance is provided by the New Barnet <u>New Barnet</u> Town Centre Framework (2010) which identifies the site as within <u>Opportunity Site Area 2</u>.</p> <p><u>The minimum figure indicative residential capacity is 75 dwellings. This minimum figure reflects a cautious approach taking account of the surrounding context, the irregular shape of the allocation and the provision of a new public square. However, should a future proposal seek an uplift to the residential capacity within the allocation it would be required to demonstrate at the application stage acceptability through a design-led approach in accordance with London Plan Policy D3).</u></p>
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Site No.17	This site had been previously removed due to it being unlikely to come forward for redevelopment during the Local Plan period. The site number is being retained to provide consistency of site numbering between the Plan versions subject of consultation.
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MM 99	Site 18	Former East Barnet Library
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Site No. 18	Former East Barnet Library
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Site Address:	85 Brookhill Rd, New Barnet EN4 8SG
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Map and Image retained as submitted	Ward:	East Barnet	Image retained as submitted
	PTAL 2019:	2	
	PTAL 2031:	2	
	Site Size:	0.16 ha	

	Ownership:	Council
	Site source:	Council assets disposal programme
	Context type:	Urban
	Existing or most recent site use/s:	Public library and associated car park
	Development timeframe:	0-5 years <u>6-10 years</u> .
	Planning designations:	Archaeological Priority Area
	Relevant planning applications:	20/4546/FUL (approved) temporary change of use to storage/distribution
	Site description:	<p>The site has previously operated as a public library, but the facility has been relocated to share the new leisure centre building at Victoria Park.</p> <p>The location is on a relatively busy crossroads and is within 220m of the East Barnet Village local centre. Opposite across the road are 3-storey blocks of flats with some business uses on the ground floor. Low-rise residential units lie adjacent to the north and west of the site.</p>

	Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CHW01, CHW02, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	50% residential floorspace with 50% community uses floorspace <u>Development for residential / community uses.</u>
	Indicative residential capacity:	12 <u>dwellings</u> .
	Justification:	The public library has relocated so the building is no longer required for this use. The site is located within a residential area and is close to East Barnet local town centre facilities and bus routes.
Site requirements and development guidelines:	<p>The site must be assessed for the potential need to retain a community use <u>as part of the development</u>.</p> <p>The site contains mature trees which should be retained. <u>Any development of the land must seek to retain important wildlife habitats and trees that are present to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.</u></p> <p><u>The design of any proposal must be mindful of the Combined with a significant slope across the site and the adjacent low-rise residential units, the design must be mindful of these restrictions</u> and may require differing heights.</p> <p>The site should be subject to an archaeological assessment.</p> <p>East Barnet Village provides a range of local amenities and the site is connected to the wider area through several bus routes.</p>	
MM 100	Site 19	East Barnet Shooting Club

Site No. 19	East Barnet Shooting Club (New Barnet Town Centre)		
Site Address:	Victoria Rd New Barnet EN4 9SH		
Map and Image retained as submitted	Ward:	East Barnet	Image retained as submitted
	PTAL 2019:	3	
	PTAL 2031:	3	
	Site Size:	0.25 ha	
	Ownership:	Council	
	Site source:	Council assets disposal programme	
	Context type:	Urban	
	Existing or most recent site use/s:	Shooting range	
	Development timeframe:	11-15 years	
	Planning designations:	None	
	Relevant planning applications:	None	

		Site description:	A small building in use as a shooting range. The site is adjacent to New Barnet Town Centre and to the main entrance to Victoria Recreation Ground from New Barnet town centre. Surrounding sites to the north and west are being redeveloped as part of the regeneration of the Victoria Quarter. The site is within 400m of New Barnet Station.
		Applicable Draft Local Plan policies:	GSS01, GSS08 , HOU01, HOU04, CDH01, CDH02, CHW01, TOW01, CHW01, CHW02, TRC01, TRC03
		Proposed uses/ allocation (as a proportion of floorspace):	Residential
		Indicative residential capacity:	43 <u> dwellings</u> .
		Justification:	The site is highlighted in the New Barnet Town Centre Framework (2010) and has good access to public transport and town centre facilities.
Site requirements and development guidelines:	Highlighted in the New Barnet Town Centre Framework (2010) as part of Opportunity Site 1, the Victoria Quarter. Build-out of several parts of the Victoria Quarter are underway. As a community facility there should be an assessment as to the need to replace the functionality and floorspace of the existing facility. For further information refer to the New Barnet Town Centre Framework.		
MM 101	Site 20	Fayer's Building Yard & Church	
Site No. 20	Fayer's Building Yard & Church (New Barnet Town Centre)		

Site Address:	63-77 East Barnet Rd & 15-17 Margaret Rd, New Barnet, EN4 9NR		
Map and Image retained as submitted	Ward:	East Barnet	
	PTAL 2019:	3	
	PTAL 2031:	3	
	Site Size:	0.21 ha	
	Ownership:	Private	
	Site source:	Call for sites; New Barnet Town Centre Framework	
	Context type:	Urban	
	Existing or most recent site use/s:	Retail and place of worship	
	Development timeframe:	6-10 years.	
	Planning designations:	Town Centre	
Relevant planning applications:	None		
	Site description:	The site consists of a building supplies yard and a church, situated on a corner location within New Barnet Town Centre. Surrounding buildings are largely low-rise in retail and residential use. New Barnet Station is within approximately 300m.	

Image retained as submitted

		Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, CHW01, CHW02, EGY01, EGY03, TRC01, TRC03
		Proposed uses/ allocation (as a proportion of floorspace):	70% residential use with 30% re-provided community use. <u>Residential development with re-provision of community use.</u>
		Indicative residential capacity:	25 <u>dwellings.</u>
		Justification:	The site is highlighted in the New Barnet Town Centre Framework (2010) and has good access to public transport and town centre facilities.
Site requirements and development guidelines:	A residential-led scheme, with retention or re-provision of the church. The design must be appropriate to the surrounding context. For further guidance refer to Opportunity Site 5 of the New Barnet Town Centre Framework (2010).		
MM 102	Site 21	New Barnet Gasholder	
Site No. 21	New Barnet Gasholder (New Barnet Town Centre)		
Site Address:	Albert Rd, New Barnet, EN4 9SH		
Map retained as submitted		Ward:	East Barnet
		PTAL 2019:	1A
		Image retained as submitted	

	PTAL 2031:	1A	
	Site Size:	2.23 ha	
	Ownership:	Private	
	Site source:	Call for sites <u>New Barnet Town Centre Framework</u>	
	Context type:	Urban	
	Existing or most recent site use/s:	Gasworks (demolished); gasholder	
	Development timeframe:	6-10 years	
	Planning designations:	None	
	Relevant planning applications:	None	

	Site description:	The site is a former gas holder and gasworks site . The remainder of the gasworks site, running south along the railway towards New Barnet town centre, was demolished several years ago and is being redeveloped (B/04834/14 -16/7601/FUL residential-led, mixed-use development 305 <u>371</u> residential units). To the north and east of the site is a 1930s housing estate, Victoria Recreation Ground and the new leisure centre. To the west is the East Coast Mainline railway. New Barnet Station is within 1km.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CHW01, CHW02, ECC02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	95% residential floorspace with 5% community floorspace	<u>Residential development.</u>
	Indicative residential capacity:	<u>Minimum 201 dwellings.</u>	

	Justification:	<p>The site is highlighted within the New Barnet Town Centre Framework (2010) and presents a redundant industrial use within a residential area that is within walking distance of East Barnet Town Centre with its shopping, services and public transport connections.</p> <p><u>The 201 dwellings indicative capacity is a minimum figure. Any future application proposal seeking an uplift within the allocation would be required to demonstrate an acceptable design-led approach in accordance with London Plan Policy D3).</u></p>		
Site requirements and development guidelines:	<p>The site is highlighted within the New Barnet Town Centre Framework (2010), being part of Opportunity Site 1. Build-out of several parts of Site 1 are already well underway. Due to the nature of the existing use land decontamination will be an important consideration. The scale of the site means that it may be appropriate to provide a community use to address the needs of new residents. Proposals must take into consideration the existing suburban housing to the north and east of the site and ensure there is no loss of amenity in terms of overlooking. <u>The residential capacity of the site could be exceeded, subject to a design-led approach that takes into account the surrounding context and other material planning policy considerations.</u></p> <p><u>Development should incorporate key footpath linkages to enhance connectivity to the Strategic Walking Network.</u></p>			
MM 103	Site 22	Sainsburys		
Site No. 22	Sainsburys (New Barnet Town Centre)			
Site Address:	66 East Barnet Rd, New Barnet, EN4 8RQ			
Map and Image retained as submitted		Ward:	East Barnet	Image retained as submitted
		PTAL 2019:	3	

	PTAL 2031:	4	
	Site Size:	1.02 ha	
	Ownership:	Private	
	Site source:	Call for sites <u>New Barnet Town Centre Framework</u>	
	Context type:	Urban	
	Existing or most recent site use/s:	Supermarket with associated car parking	
	Development timeframe:	6-10 years.	
	Planning designations:	Town Centre	
	Relevant planning applications:	None	
	Site description:	A largely one storey building within New Barnet Town Centre, containing a supermarket with offices in an additional 2-storey tower above. There is surface car parking to the rear and a roof car park over the supermarket. East Barnet Road is a relatively narrow thoroughfare and the surrounding buildings are mostly 1-2 storeys and in retail B-uses. The rear of the site faces the mainline railway and 3-4 storey residential block. New Barnet station is next to the site.	

		Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW02, EGY03, TRC01, TRC03	
		Proposed uses/ allocation (as a proportion of floorspace):	75% residential floorspace with 25% commercial and car parking <u>Residential led mixed use development with commercial uses and car parking.</u>	
		Indicative residential capacity:	199 <u> dwellings.</u>	
		Justification:	The site can be intensified and provides a town centre location that is accessible by bus and rail links.	
Site requirements and development guidelines:	Maintain an active frontage with town centre uses along East Barnet Road. The design should reflect the surrounding context. Seek to incorporate a new/ improved pedestrian route connecting East Barnet Road to the railway station. For further guidance refer to the New Barnet Town Centre Framework (<u>Opportunity Site 3</u>). The existing retail use should be retained, with associated car parking requirements assessed and re-provided if supported by the evidence.			
MM 104	Site 23	Bobath Centre		
Site No. 23	Bobath Centre (East Finchley Town Centre)			
Site Address:	250 East End Rd, East Finchley, N2 8AU			
		Ward:	East Finchley	Image retained as submitted

Map and Image retained as submitted	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	0.39 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Child-care nursery.	
	Development timeframe:	0-5 <u>6-10</u> years.	
	Planning designations:	Listed Building; Archaeological Priority Area	
	Relevant planning applications:	18/4547/FUL approved) extensions and creation of external playground. <u>21/2602/FUL – 25 units (approved)</u>	

	Site description:	The site contains a Grade II listed building, while to the rear are non-listed elements of the building and car parking. The site adjoins East Finchley Centre. Surrounding buildings are mostly residential and consist of either 2-storey terraces or 3-storey housing blocks. Bus routes are close by and East Finchley Underground Station is within approximately half a kilometre.
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH07, CDH08, TOW01, CHW01, CHW02, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	<p>25% Residential floorspace with 75% community floorspace.</p> <p><u>Community led mixed use development with residential.</u></p>
	Indicative residential capacity:	25 <u>dwellings.</u>
	Justification:	The site is adjacent to the services of East Finchley Town Centre and close to tube and bus links. The area at the rear of the site provides an opportunity for intensification with a design that is respectful of the listed building.

Site requirements and development guidelines:	The building is in use as a child-care nursery, providing the community use on the site. Residential development to the rear of the site must protect and <u>conserve or</u> enhance the setting of the listed building. While pedestrian access is good, including a pathway directly to the nearby station, proposals for residential use at the rear of the site must resolve the issue of restricted access for any car parking and service vehicles. The site should be subject to an archaeological assessment.
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MM 105	Site 24	East Finchley Station Car Park
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Site No. 24	East Finchley Station Car Park (East Finchley Town Centre)
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Site Address:	High Rd East, Finchley, N2 0NW
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Map and Image retained as submitted	Ward:	East Finchley	Image retained as submitted
	PTAL 2019:	5	
	PTAL 2031:	5	
	Site Size:	0.74 ha	
	Ownership:	Public (TfL)	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Public car park	
	Development timeframe:	6-10 <u>11-15</u> years	

	Planning designations:	Town Centre	
	Relevant planning applications:	None	
	Site description:	Currently in use as the car park (269 spaces) for the adjacent Underground station. The site lies partly within, and partly adjoining, East Finchley Town Centre. Immediately adjoining the site is the Grade II listed East Finchley Station (including the platforms). Surrounding uses are a mix of office and residential in modern buildings of 3-4 storeys. The site is highly accessible by public transport.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, CHW01, CHW02, ECC02, TRC01, TRC03.	
	Proposed uses/ allocation (as a proportion of floorspace):	<p>70% residential floorspace and 30% commercial uses (E Class);</p> <p><u>Residential led mixed use development with commercial uses, public realm including station drop-off and public car limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons.</u></p>	
	Indicative residential capacity:	135 <u> dwellings</u> .	

	Justification:	In this highly accessible town centre location, the car park is a low intensity use; the potential for higher density usage including residential would be in line with the national and London Plan policy approaches to enhance the town centre and <u>reduce commuter public car parking based on adjacency to the underground station and local bus routes, and provisions to encourage active modes of travel.</u>
Site requirements and development guidelines:	<p>Site layout <u>of a proposal must take into account the will be important due to surrounding residential and transport uses, along with the Grade II listed station building. Sensitive design is vital to conserve and enhance the adjacent Grade II listed station building and adjacent Hampstead Garden Suburb Conservation Area and their settings.</u></p> <p>It would <u>might</u> be advantageous to separate the needs of the station users from residents and visitors accessing the residential units. Access to the latter could be through Diploma Avenue, which would also provide a more direct route to the town centre, helping to integrate the new development into the surrounding area. Design proposals must demonstrate how they will sensitively take account of the neighbouring listed building, <u>particularly with regard to building height, materials and architectural details. A building typology that favours high-density low to medium rise could provide the most suitable approach. with</u> High quality public realm <u>is</u> required to the front of the building <u>to complement and enhance the existing station frontage. Public car parking requirements must be assessed and re-provided as needed, and access ensured for people with disabilities.</u></p> <p><u>Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u></p> <p><u>If development extends beyond the allocation boundary proposals should protect the existing community garden or mitigate its loss through equivalent or improved re-provision, that is accessible to the community.</u></p> <p><u>This site lies on the Strategic Walking Network. Development proposals should take the opportunity to ensure effective connectivity to this network.</u></p>	

MM 106	Site 25	East Finchley Substation	
Site No. 25	East Finchley Substation (East Finchley Town Centre)		
Site Address:	High Rd, East Finchley, N2 0NL		
Map retained as submitted	Ward:	<u>East Finchley Garden Suburb</u>	
	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	0.19 ha	
	Ownership:	<u>Public (TfL)</u> <u>Private</u>	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Vacant (former substation for Northern Line)	
	Development timeframe:	11-15 <u>6-10</u> years	
Planning designations:	None		
Image retained as submitted			

	Relevant planning applications:	<p>None</p> <p><u>21/5217/FUL – new part-five, part-six storey building, retail and office use (Class E) and 9 dwellings</u></p>	
	Site description:	<p>The site lies close to the southern boundary of East Finchley Town centre and opposite the boundary of the Hampstead Garden Suburb conservation area; to the rear is the Underground line embankment, while to the south is a 3-storey office building. The existing building comprises a disused London Underground electricity substation. Public transport access is good.</p>	
	Applicable Draft Local Plan policies:	<p>GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CDH08, TOW01, TOW02, CHW02, ECC02, TRC01, TRC03</p>	
	Proposed uses/ allocation (as a proportion of floorspace):	<p>95% residential floorspace with 5% commercial (offices).</p>	<p><u>Residential led mixed use development with small quantum of commercial (office) uses.</u></p>
	Indicative residential capacity:	<p>29 residential dwellings</p>	<p><u>Minimum 9 dwellings.</u></p>

		Justification:	The facility is no longer in use for infrastructure and this highly accessible location offers an opportunity for redevelopment for residential with a small amount of commercial space that does not have a negative impact on the nearby town centre.	
Site requirements and development guidelines:		<p>The indicative residential capacity of 9 dwellings is a minimum figure. However, should a future proposal seek an uplift to the residential capacity within the allocation it would be required to demonstrate acceptability through a design-led approach in accordance with London Plan Policy D3 The design must take account of the adjoining conservation area and listed buildings, to ensure that the significance of heritage assets is conserved or enhanced, and should provide a high-quality addition at this entranceway to the East Finchley Town Centre. Good access to public transport and town centre facilities support an intensification of the site. There is potential for a small amount of office uses on the ground floor, which should present an active frontage. Noise from passing trains must be mitigated for the residential use, particularly since trains run through the night on Friday and Saturday.</p>		
MM 107	Site 26	Park House		
Site No. 26		Park House (East Finchley Town Centre)		
Site Address:		16 High Rd, East Finchley, N2 9PJ		
		Ward:	East Finchley	
		PTAL 2019:	4	
		PTAL 2031:	5	
		Site Size:	0.2 ha	
		Ownership:	Council	

	Site source:	2015 call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Community building	
	Development timeframe:	0-5-6-10 years	
	Planning designations:	Town Centre	
	Relevant planning applications:	18/5822/FUL (approved) adjacent to the north for 24 flats and office space	
	Site description:	<p>The site is within East Finchley Town Centre and consists of two storey buildings with outdoor amenity and parking spaces. The building is set back from the road and to the front is an area of green with mature trees. The building is in use as a childcare facility. The Grade II listed East Finchley station lies opposite. To the south is a railway embankment, along with Cherry Tree Wood which is Metropolitan Open Land and an area of Local Importance for Nature Conservation. To the north is a Victorian 3-storey terrace with retail uses, while to the rear of the site is low-rise housing.</p>	

	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, CHW01, CHW02, ECC02, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	60% residential floorspace with 40% commercial (offices). <u>Residential led development with community use.</u>
	Indicative residential capacity:	20 <u>19 dwellings.</u>
	Justification:	The town centre site is highly accessible and can be intensified to provide a mix of residential and community uses.

Site requirements and development guidelines:	<p>Design proposals must take a sensitive approach to building massing and height to ensure no loss of amenity for local residents. The site is prominent within East Finchley Town Centre and the design must be compatible with and contribute to the surrounding townscape, including the Grade II listed station, <u>to ensure that the significance of heritage assets are conserved or enhanced</u>. The area of green space with mature trees at the front should be maintained and improved, while the overall site design should attractively frame and signpost the entrance to the sensitive green area of Cherry Tree Wood to the south. <u>Any forthcoming application proposal should give consideration as part of a design-led approach to the integration with, and enhancement of, the entrance to Cherry Tree Wood to encourage and promote its use.</u></p> <p>Proposals should be mindful that the site to the north permission was granted in 2020 (18/5822/FUL) for demolition of existing buildings and construction of two 4-storey buildings providing 24 flats, along with office space.</p> <p>The community facility must be re-provided and proposals must show how the community will benefit from the redevelopment.</p> <p>The site should be subject to an archaeological assessment.</p> <p>The design must mitigate noise from the adjacent railway and road, particularly since trains run through the night on Friday and Saturday.</p>		
MM 108	Site 27	Edgware Town Centre	
Site No. 27	Edgware Town Centre (Edgware Growth Area)		
Site Address:	Station Rd, Edgware, HA8		
Map and Image retained as submitted	Ward:	Edgware	
	PTAL 2019:	6A	
	PTAL 2031:	6A	
	Site Size:	7.83 ha	
Image retained as submitted			

	Ownership:	Private, Council and TfL	
	Site source:	Edgware Town Centre Framework (2013)	
	Context type:	Central	
	Existing or most recent site use/s:	Retail, office, residential and car parking.	
	Development timeframe:	6-10 years. <u>Development of Premier Place within 1 – 5 years</u>	
	Planning designations :	Town Centre; Archaeological Priority Area	
	Relevant planning applications:	16/0112/FUL (approved) at 120-124 Station Road for 122 flats and retail (<u>Premier Place</u>); 19/6697/FUL (approved) at 30 High Street offices and 14 residential units; 17/4335/FUL (approved) at 1-2 Church Way 9 flats; 19/6776/FUL (refused) land to rear of Railway Hotel to be used as a car park.	

Site description :	The site is within Edgware Town Centre and includes Primary Retail Frontages. It encompasses the Broadwalk Shopping Centre (with roof car parking), a supermarket and associated car parking. To the north and west the sites faces onto Station Road and A5 Edgware Road with retail frontages in mid-20th Century buildings. The site also includes some office and residential uses. To the south is a mosque and a primary school, along with low-rise housing. To the east are the bus and railway stations. The Grade II listed Railway Hotel – a local landmark building - is close to the north western part of the site. Public transport accessibility is high. Edgware is identified as a strategic location for where tall buildings of 8 storeys or more. Tall buildings may be appropriate within the boundaries of the Town Centre.	
Applicable Draft Local Plan policies:	GSS01, GSS05, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, EGY01, EGY02, EGY03, ECC02, TRC01, TRC03	
Proposed uses/ allocation (as a proportion of floorspace):	<p>75% residential floorspace with 25% mixed uses of town centre commercial (retail and office), entertainment, community, and car parking</p> <p><u>Residential led mixed use development with town centre uses, commercial (retail and office), leisure, community and car parking.</u></p>	
Indicative residential capacity:	2379 <u>dwelling</u> s	
Justification:	The site is highly accessible by public transport and includes large areas of brownfield land, surface car parking and low-density buildings. Intensification is an opportunity to improve the quality of the build environment and deliver benefits for the local area while providing new housing and town centre uses.	

<p>Site requirements and development guidelines:</p>	<p>The site's high accessibility, town centre context and potential for tall buildings support a high density of redevelopment. Proposals must consider existing site uses, including retail, offices and residents. Car parking requirements must be assessed and re-provided as needed</p> <p><u>Residential-led mixed use development should provide the necessary transport infrastructure with regard to Policy TRC02. Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u></p> <p>Proposals must consider the site context which includes the Grade II listed Railway Hotel <u>to ensure that the significance of heritage assets are conserved or enhanced, together with</u> the existing character of Station Road and the High Street, Edgware Primary School to the south, and <u>the relationship with</u> adjacent low-rise suburban housing.</p> <p><u>The effect of any proposed tall buildings on the setting and significance of listed buildings and Watling Estate Conservation Area, Canons Park Conservation Area and Edgware High Street Conservation Area will be relevant considerations when assessing compliance with Policies CDH04 and CDH08 of the Plan. Consistent with Policy CDH04, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u></p> <p>Proposals must be subject to an archaeological assessment.</p> <p>The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p> <p>The potential risk of surface water flooding must be considered.</p> <p><u>This site lies on the Strategic Walking Network and development proposals should therefore take the opportunity to ensure effective connectivity to this network.</u></p> <p>The emerging Edgware Growth Area SPD <u>(2021)</u> provides further guidance.</p>
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MM 109	Site 28	Edgware Underground & Bus Stations		
Site No. 28		Edgware Underground & Bus Stations (Edgware Growth Area)		
Site Address:		Station Rd, Edgware, HA8 7AW		
Map retained as submitted		Ward:	Edgware	Image retained as submitted
		PTAL 2019:	6B	
		PTAL 2031:	6B	
		Site Size:	8.17 ha	
		Ownership:	TfL	
		Site source:	Call for Sites and Edgware Town Centre Framework (2013)	
		Context type:	Central	
		Existing or most recent site use/s:	Transport operations	
		Development timeframe:	6-10 years	
		Planning designations:	Town Centre; Site of Borough Importance for Nature Conservation	

	Relevant planning applications:	None	
	Site description:	<p>The northern part is within Edgware Town Centre, facing onto the main shopping street, including Primary Shopping Frontage. The site encompasses Edgware Station, platforms and tracks, the bus garage with parking and access, along with areas of open land to the south and east. To the west is the Broadwalk Shopping Centre, classified as Primary Retail Frontage, with associated car parking. To the south and east is low-rise suburban housing, with the Watling Street Conservation Area adjacent to part of the site. Public transport accessibility is high for the northern and western elements of the site. The culverted Deans Brook runs through part of the site, and flood risk zone levels 2 and 3 overlaps the north eastern boundary of the site in some places. There is also some surface water flood risk. A Site of Borough Importance for Nature Conservation covers the south eastern parts of the site. Edgware is <u>identified as a strategic location for where</u> tall buildings of 8 storeys or more. Tall buildings may be appropriate within the boundaries of the Town Centre.</p>	
	Applicable Draft Local Plan policies:	<p>GSS01, GSS05, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, EGY01, EGY03, ECC02, ECC02A, TRC01, TRC02, TRC03</p>	

	<p>Proposed uses/ allocation (as a proportion of floorspace):</p>	<p>70% residential floorspace with 30% mixed uses of town centre commercial (retail and office) and transport infrastructure.</p> <p><u>Residential led mixed use development with town centre uses, commercial (retail and office), transport, leisure, community, public realm /open space, and limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons.</u></p>
	<p>Indicative residential capacity:</p>	<p>2317 <u>2316 dwellings.</u></p>
	<p>Justification:</p>	<p>The western parts of the site are highly accessible and provide a town centre location which is currently underused. The need to maintain the London Underground infrastructure, and the barriers imposed by this infrastructure, make the eastern and southern parts of the site far more challenging and restricted in terms of potential for redevelopment.</p>

<p>Site requirements and development guidelines:</p>	<p>The site's high accessibility, town centre context and potential for tall buildings support a high density of redevelopment in the western and northern parts of the site. <u>Consistent with Policy CDH04, all tall buildings will be subject to a detailed assessment of how the proposed building relates to its surroundings, responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD. Proposals must carefully consider the context of the adjacent Watling Estate Conservation Area, together with the Canons Park Conservation Area and Edgware High Street Conservation Area (within LB Harrow), to ensure that the significance of nearby heritage assets are conserved or enhanced, to ensure that the significance of nearby heritage assets are conserved or enhanced, and the relationship with surrounding low-rise suburban housing.</u></p> <p><u>Residential-led mixed use development should provide the necessary transport infrastructure with regard to Policy TRC02.</u> Bus operations and the function of the bus station must be protected or re-provided as part of any redevelopment. London Underground infrastructure and operations must also be maintained.</p> <p><u>Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u></p> <p>Proposals must be subject to an archaeological assessment.</p> <p>Proposals should preserve the area of Borough Importance for Nature Conservation which covers the south eastern part of the site, including the areas around Deans Brook. The SFRA Level 2 provides a detailed assessment of flood risks and the impact from climate change and shows parts of the site are in Flood Zone 3 and at surface water flood risk. Where possible, proposals for the site should consider de-culverting of Deans Brook and inclusion of an appropriate buffer zone either side of the main river. Under no circumstances should built development be allowed on top of the culvert, and access should be maintained along the entire length.</p> <p>The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p> <p><u>This site lies on the Strategic Walking Network and development proposals should therefore take the opportunity to ensure effective connectivity to this network and open up its access to the Silk Stream with a walking and cycling route.</u></p>
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~~Proposals must carefully consider the context of the adjacent Watling Estate Conservation Area and surrounding low-rise suburban housing.~~

The emerging Edgware Growth Area SPD (2021) provides further guidance.

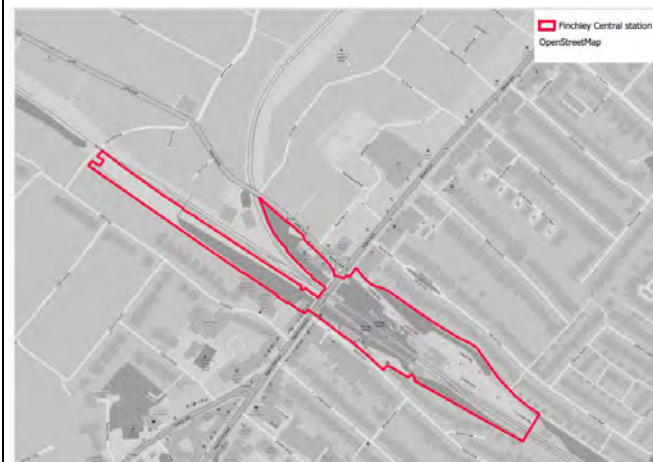
MM110	Site 29	Scratchwood Quarry	
Site No. 29	Scratchwood Quarry		
Site Address:	NW7 3JA		
Map retained as submitted	Ward:	Edgware	
	PTAL 2019:	0	
	PTAL 2031:	0	
	Site Size:	3.1ha	
	Ownership:	TfL	
	Site source:	C.F Cronin (London) Limited	
	Context type:	Urban	
	Existing or most recent site use/s:	Waste management	
			Image retained as submitted

	Development timeframe:	Potential to increase waste volume handled over the Plan Period	
	Planning designations:	A previously developed site within the Green Belt; Archaeological Priority Area	
	Relevant planning applications:	None	
	Site description:	<p>The site lies within a former quarry which is now used for waste processing. There is recycling of concretes and aggregates materials for highways maintenance and utilities industries. The site is leased over three plots, with current operational use on all three leased plots, although some of the site is underused/ part vacant.</p> <p>The site is located to the north of the raised M1 carriageway and adjacent to the Midland Main Line railway. Woodland surrounds the site on the other sides. Access is via a long service road which links to roads serving the M1. This is a previously developed site within the Green Belt. The site is also adjacent to Metropolitan SINC and a Local Nature Reserve.</p>	
	Applicable Draft Local Plan policies:	GSS01, ECC01, ECC02, ECC02A, ECC03, ECC05, ECC06	

	Proposed uses/ allocation (as a proportion of floorspace):-	Waste management
	Indicative residential capacity:	N/A
	Justification:	The site is remote from residential areas and is accessible via suitable roads.
Site requirements and development guidelines:	<p>There is potential to increase the volume of waste processed through the site by more efficient and intensive use. Proposals must be subject to an archaeological assessment.</p> <p>Any proposal must preserve the openness of the Green Belt and avoid harm to the SINC and Local Nature Reserve.</p>	

MM 111	Site 30	Finchley Central Station	
Site No. 30	Finchley Central Station (Finchley Central/ Church End Town Centre)		
Site Address:	Squires Lane/Regents Park Road / Chaville Way / Nether Street / Station Road and Crescent Road Finchley N312 (land adjacent to railway verges and airspace above tracks and Finchley Central Station).		
	Ward:	Finchley Church End and West Finchley	





PTAL 2019:	6A
PTAL 2031:	6A
Site Size:	4.15 ha
Ownership:	Public (TfL)
Site source:	Call for sites
Context type:	Urban
Existing or most recent site use/s:	Station, retail
Development timeframe:	6-10 years
Planning designations:	Town Centre; Archaeological Priority Area
Relevant planning applications:	None

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<p style="text-align: center;">Image retained as submitted</p>	<p>Site description:</p>	<p>Comprises land at Finchley Central station located either side of Regents Park Road (A598) and either side of the railway tracks. The site extends beyond the town centre, <u>particularly to the north and south of the station</u> and includes Secondary Frontage at Station Road. Site uses include the station and car park, retail and office units on Nether Street and Station Road and vacant, incidental land adjacent to rail tracks. The Town Centre Strategy highlights 3 specific parcels of land -</p> <ul style="list-style-type: none"> • Site 4: 290-298 Nether Street: - poor quality buildings, numerous advertisements and cluttered nature has a negative impact on town centre townscape. • Site 5: Finchley Central Station car park (and land to the east): pedestrian environment between Ballards Lane and station has limited pavement space, lack of natural surveillance and generally poor-quality public realm. Part of the site is currently used as a commuter car park (267 surface parking spaces). • Site 6: Station Road: point of arrival for significant number of users of town centre. Buildings of a generally poor quality and fail to make effective use of the land. Builders' yard creates noise, disturbance and vehicle movements which impact on residential amenity. <p>The surrounding context is mixed, with a 9-storey office building (Central House) to the north of station, with other nearby taller buildings on the high street including the Travelodge hotel (6/7 storeys) and Gateway House (8 storeys). Ballards Lane/ Regents Park Road is lined with 3-4 storey buildings in retail and office uses. The north-western and south-eastern parts of the site are adjacent to 2-3 storey terraced housing. The Town Centre Strategy makes reference to a distinctive character within Church End known as the</p>
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		'Finchley vernacular'. There is a Grade II listed cattle trough at junction of Ballards Lane/ Nether Street. Finchley Church End Conservation Area is located a short distance to the south west of the site.
Applicable Draft Local Plan policies:	GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, CHW02, TOW04, ECY01, ECY02, ECY03, ECC02, TRC01, TRC02, TRC03	
Proposed uses/ allocation (as a proportion of floorspace):	<p>50% residential uses with 50% retained transport infrastructure, commercial uses and car parking</p> <p><u>Residential led mixed use development with transport infrastructure, commercial uses and limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons, reflecting the site's highly accessible location and encouraging the use of public transport and active modes of travel.</u></p>	
Indicative residential capacity:	556 <u>dwellings</u> .	
Justification:	The site is a highly accessible town centre location that offers considerable potential for intensification.	

<p>Site requirements and development guidelines:</p>	<p>Comprehensive residential led <u>mixed use development will be supported</u> with improved access to the station from Regent's Park Road and enhanced visual and functional connection between station and town centre. <u>Finchley Church End Town Centre is a location where, consistent with Policy CDH04, tall buildings of 8 storeys or more may be appropriate.</u> However, <u>all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings and responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity.</u> Further guidance will be provided by the Designing for Density SPD.</p> <p>There is potential to deck over railway tracks, particularly at Regent's Park Road overbridge, to optimise development potential and provide a continuous active frontage and strong visual link between Ballards Lane and Regent's Park Road town centre frontages.</p> <p>There is potential for 'meanwhile' uses on parts of the site at the early stages of development to help create an identity and attraction. Development should create active and attractive frontages particularly along Regents Park Road / Ballards Lane, Station Road and Nether Street.</p> <p>Floorspace could take the form of flexible and affordable workspace, small / affordable shop units suitable for SMEs.</p> <p>Development should take into account proximity of <u>the Grade II listed cattle trough at junction of Ballards Lane/ Nether Street and Finchley Church End Conservation Area</u> and respond to the 'Finchley vernacular' in a positive manner, including incorporation of design features and elements as appropriate, <u>to ensure that the significance of heritage assets is conserved or enhanced.</u></p> <p>Provision of transport infrastructure should be consistent with Policy TRC02. For any loss of car parking spaces an assessment must be undertaken and mitigation provided to encourage the use of public transport and active modes of travel. <u>Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u> The development should reflect the 'Healthy Streets Approach' with improved interchange facilities for pedestrians and cyclists.</p> <p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application. Proposals must be subject to an archaeological assessment.</p>
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		This site lies near to the Strategic Walking Network. Development proposals should take the opportunity to ensure effective connectivity to this network. 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.	
MM 112	Site 31	Brentmead Place	
Site No. 31		Brentmead Place (Major Thoroughfare)	
Site Address:		1-6 Brentmead Place (North Circular Road), Golder's Green, NW11 9JG	
Map and Image retained as submitted		Ward:	Golders Green
		PTAL 2019:	3
		PTAL 2031:	3
		Site Size:	0.27 ha
		Ownership:	Public (TfL)
		Site source:	Call for sites
		Context type:	Urban
		Existing or most recent site use/s:	Mostly an open site with two buildings.
		Development timeframe:	0-5 years
Planning designations:	None		
		Image retained as submitted	

	Relevant planning applications:	None	
	Site description:	Adjacent to the North Circular Road (A406). Previous use of the site was residential; the houses were acquired by Department for Transport for a road widening scheme that was never brought forward. TfL demolished most of the homes on the site after they were vandalised and became unsafe. A synagogue occupies the two remaining houses on a short lease as a 'meanwhile use' prior to the site being comprehensively redeveloped. Surrounding buildings are large houses of 2-3 storeys. Site access is difficult.	
	Applicable Draft Local Plan policies:	GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CHW02, ECC02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	Residential	
	Indicative residential capacity:	46 <u> dwellings</u> .	
	Justification:	The site is underused and sits in an urban location, predominantly surrounded by housing.	

Site requirements and development guidelines:	<p>The North Circular Road generates high levels of air and noise pollution which any proposal must assess and mitigate. Site accessibility issues must be resolved.</p> <p>The site is close to an Archaeological Priority Area and should be subject to an archaeological assessment.</p>		
MM 113	Site 32	Manor Park Road car park	
Site No. 32	Manor Park Road car park		
Site Address:	72-76 Manor Park Rd, East Finchley, N2 0SJ		
Map and Image as submitted – deleted	Ward:	East Finchley	Image as submitted – deleted
	PTAL 2019:	1A	
	PTAL 2031:	1A	
	Site Size:	0.08 ha	
	Ownership:	Council	
	Site source:	Council assets disposal programme	
	Context type:	Urban	
	Existing or most recent site use/s:	Public car park and small park	
	Development timeframe:	6-10 years	

		Planning designations:	None	
		Relevant planning applications:	None	
		Site description:	An area formerly occupied by three terrace houses and surrounded by low-rise housing. The front part of the site is a public car park. The rear part of the site is occupied by a small public park with benches, lighting and fencing. The High Barnet Northern Line runs to the rear of the site.	
		Applicable Draft Local Plan policies:	GSS01, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW01, CHW02, ECC04, TRC01, TRC03	
		Proposed uses/ allocation (as a proportion of floorspace):	Residential	
		Indicative residential capacity:	7	
		Justification:	The open site is in a residential area where a suitable design could deliver new homes.	
Site requirements and development guidelines:	The scale of any redevelopment should be no higher than the adjoining terrace dwellings of 2-3 storeys. proposals for residential use must undertake an assessment of car parking needs. Any loss of public open space will require robust justification.			

MM 114	Site 33	Bunns Lane Car Park		
Site No. 33		Bunns Lane Car Park (Mill Hill Town Centre)		
Site Address:		Bunns Lane, Mill Hill, NW7 2AA		
Map and Image retained as submitted		Ward:	Hale <u>Edgwarebury</u>	Image retained as submitted
		PTAL 2019:	4	
		PTAL 2031:	5	
		Site Size:	0.33 ha	
		Ownership:	Council	
		Site source:	Council assets disposal programme	
		Context type:	Urban	
		Existing or most recent site use/s:	Car park (adjacent to Mill Hill <u>Broadway</u> station)	
		Development timeframe:	6 -10 years	
		Planning designations:	None	

	Relevant planning applications:	None	
	Site description:	Comprising the car park (184 spaces) for Mill Hill Broadway Station and the Town Centre. The car park is also used when Saracens are playing at the <u>StoneX Stadium in nearby Copthall home</u> . The site is immediately adjacent to the Midland Main Railway on the eastern boundary, with the raised M1 carriageway immediately beyond. Mill Hill Broadway town centre is immediately to the east. To the west is low-rise suburban housing.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, TOW01, TOW02, CHW02, ECY03, ECC02, TRC01, TRC02, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	50% residential floorspace, 25% hotel floorspace and 25%, re-provision of car parking.	<u>Residential led mixed use development (which may include hotel) and re-provision of car parking.</u>
	Indicative residential capacity:	43 <u>dwellings</u> .	
	Justification:	The site is highly accessible by public transport and is located adjacent to the shops and services of Mill Hill Broadway.	

Site requirements and development guidelines:	<p>While the site is highly accessible and close to local services, any development must fully assess and mitigate the air and noise pollution caused by the proximity to the raised motorway and mainline railway. Proposals must take into account existing residential areas to the west and south, including concern over potential overspill car parking; there may be further need to control for residents-only parking. Site characteristics, including connectivity, offer the potential for visitor accommodation, such as a hotel. The design must ensure active frontages facing on to Bunn's Lane. Public car parking provision should also be assessed and re-provided as needed.</p> <p><u>Proposals for redevelopment of car parking spaces must meet the requirements of Policy TRC03 and have regard to Policy GSS12.</u></p>		
MM 115	Site 34	Burroughs Gardens Car Park	
Site No. 34	Burroughs Gardens Car Park (Middlesex University and The Burroughs)		
Site Address:	The Burroughs, Hendon, NW4 4AU		
Map and Image retained as submitted	Ward:	Hendon	
	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	0.06 ha	
	Ownership:	Council	
	Site source:	Emerging Burroughs and Middlesex University SPD <u>Call for Sites</u>	
Image retained as submitted			

	Context type:	Urban	
	Existing or most recent site use/s:	Public car park	
	Development timeframe:	0-5 years <u>6-10 years</u>	
	Planning designations:	Conservation Area; Archaeological Priority Area	
	Relevant planning applications:	None	
	Site description:	A small car park located in The Burroughs Conservation Area. Adjacent to 2-3 storey buildings in office and residential use. Public transport is provided by several bus routes which run along the Burroughs.	
	Applicable Draft Local Plan policies:	GSS01, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, CHW02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	Residential	

		Indicative residential capacity:	9 <u>dwellings</u>	
		Justification:	The site presents an underutilised space within an urban area that can be intensified for residential development.	
Site requirements and development guidelines:	<p>The sensitive context of the Conservation Area, surrounding heritage assets and 2-3 storey buildings mean that any proposal must be of a suitable scale and design, <u>to ensure that the significance of heritage assets is conserved or enhanced</u>. Design proposals must take into account maintaining visibility of the heritage buildings to the rear of the site.</p> <p>The site is within an Archaeological Priority Area and must be subject to an archaeological assessment.</p> <p><u>Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u></p> <p>Car parking requirements should be assessed, and spaces re-provided as needed. Further planning guidance will be provided by the emerging Burroughs and Middlesex University SPD.</p>			
MM 116	Site 35	Egerton Gardens Car Park		
Site No. 35	Egerton Gardens Car Park (Middlesex University and The Burroughs)			
Site Address:	The Burroughs, Hendon, NW4 8BD			
Map and Image retained as submitted		Ward:	Hendon	
		PTAL 2019:	4	
		PTAL 2031:	4	
		Site Size:	0.09 ha	
		Ownership:	Council	
		Image retained as submitted		

	Site source:	Emerging Burroughs and Middlesex University SPD <u>Call for Sites</u>	
	Context type:	Urban	
	Existing or most recent site use/s:	Public car park	
	Development timeframe:	0-5 years <u>6-10 years</u>	
	Planning designations:	None	
	Relevant planning applications:	None <u>21/4709/FUL</u> <u>and revised application</u> <u>23/2868/FUL (both undetermined)</u>	

	Site description:	A small surface car park (29 spaces) that is close to the Burroughs Conservation Area and opposite a range of Grade II listed buildings, including Hendon Town Hall, Library and Fire Station. Middlesex University occupies many buildings in the area. The site is also within the immediate setting of two churches on The Burroughs/ Egerton Gardens which have been nominated for locally listing (Hendon Methodist Church and Our Lady of Delours Roman Catholic Church). Buildings adjacent to the site are 3-storeys with retail uses on the ground floor, while to the rear is a residential suburban road. Bus routes run along The Burroughs.
	Applicable Draft Local Plan policies:	GSS01, GSS12, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH08, CHW02, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	Residential
	Indicative residential capacity:	69 Student halls of residence (equivalent to 23 standard residential) units on the ratio that 3 student rooms are equivalent to 1 standard housing unit) <u>25 residential units (ratio of 2.5 student rooms to 1 standard housing unit).</u>
	Justification:	The site presents an underutilised space within an urban area that can be intensified for residential development.

Site requirements and development guidelines:	<p>Proposals must be of a suitable scale and style which reflects the design context of heritage assets and low-rise buildings, <u>to ensure that the significance of heritage assets is conserved or enhanced</u>. Accommodation will be in the form of student halls of residence – the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation. Car parking requirements should be assessed, and spaces re-provided as needed. <u>Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u></p> <p>The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment.</p> <p>Further planning guidance will be provided by the emerging Burroughs and Middlesex University SPD.</p>		
MM 117	Site 36	Fenella	
Site No. 36	Fenella (Middlesex University and The Burroughs)		
Site Address:	The Burroughs, Hendon, NW4 4BS		
Map and Image retained as submitted	Ward:	Hendon	Image retained as submitted
	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	0.26 ha	
	Ownership:	Council	
	Site source:	Emerging Burroughs and Middlesex University SPD <u>Call for Sites</u>	

	Context type:	Urban	
	Existing or most recent site use/s:	Education	
	Development timeframe:	0-5 -6-10 years	
	Planning designations:	None	
	Relevant planning applications:	None <u>21/4709/FUL and revised application</u> <u>23/2868/FUL (both undetermined)</u>	
	Site description:	<p>A modern 2-storey office building owned by Council and currently used by Middlesex University for administrative functions; the surrounding area contains Middlesex University's main campus. The site is opposite a range of Grade II listed buildings, including Hendon Town Hall, Library and Fire Station and is close to both the Burroughs and Hendon Church End Conservation Areas. Surrounding buildings are of 2-4 storeys, while to the rear is a residential suburban road.</p>	
	Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH08, CHW01, CHW02, TRC01, TRC03	

	Proposed uses/ allocation (as a proportion of floorspace):	90% residential (halls of residence) floorspace with 10% educational uses <u>Residential led development (halls of residence) with educational uses</u>
	Indicative residential capacity:	180 Student halls of residence equivalent to <u>65 60</u> standard residential units on the ratio that 3 student rooms are equivalent to 1 standard housing unit) <u>(ratio of 2.5 student rooms to 1 standard housing unit)</u>
	Justification:	Greater use can be made of this well-located site to provide accommodation and for educational purposes.
Site requirements and development guidelines:	The University's future needs will be a key determinant for this site, with the potential to use part of the site for educational purposes such as a lecture hall. Proposals must be of a suitable scale and style which reflects the design context of heritage assets and low-rise buildings, <u>to ensure that the significance of the heritage assets is conserved or enhanced</u> . Accommodation will be in the form of student halls of residence – the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation . The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment. Further guidance will be provided by the Emerging Burroughs and Middlesex University SPD.	
Site No.37	This site was previously removed due to it being unlikely to come forward for redevelopment during the Local Plan period. The site number is being retained to provide consistency of site numbering between the Plan versions subject of consultation.	
MM 118	Site 38	Ravensfield House
Site No. 38	Ravensfield House (Middlesex University and The Burroughs)	

Site Address:	The Burroughs, Hendon, NW4 4BT		
Map and Image retained as submitted	Ward:	Hendon	
	PTAL 2019:	3	
	PTAL 2031:	4	
	Site Size:	0.36 ha	
	Ownership:	Council	
	Site source:	Emerging Burroughs and Middlesex University SPD <u>Call for Sites</u>	
	Context type:	Urban	
	Existing or most recent site use/s:	Community meeting facility	
	Development timeframe:	0-5 years <u>6-10 years</u>	
	Planning designations:	None	
			Image retained as submitted

	Relevant planning applications:	<p>None</p> <p><u>21/4709/FUL and revised application</u></p> <p><u>23/2868/FUL (both undetermined)</u></p>	
	Site description:	<p>A modern 2-storey building owned by Council but currently being used by Middlesex University. The site is opposite a range of Grade II listed buildings, including Hendon Town Hall, Library and Fire Station and is close to both the Burroughs and Hendon Church End Conservation Areas. Surrounding buildings adjacent to the site are of 2-3 storeys, while to the rear is toward low-rise residential areas. Bus routes run along the Burroughs.</p>	
	Applicable Draft Local Plan policies:	<p>GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH08, CHW01, CHW02, TRC01, TRC03</p>	
	Proposed uses/ allocation (as a proportion of floorspace):	<p>90% residential (halls of residence) floorspace with 10% educational uses</p> <p><u>Residential led development (halls of residence) with educational uses.</u></p>	
	Indicative residential capacity:	<p>252 student halls of residence (equivalent to 84 standard residential units on the ratio that 3 student rooms is taken as equivalent of 1 new housing unit)</p> <p><u>Student halls of residence equivalent to 90 residential units (ratio of 2.5 student rooms to 1 standard housing unit)</u></p>	

		Justification:	Greater use can be made of this well-located site to provide accommodation and for educational purposes.	
Site requirements and development guidelines:	<p>The University's future needs will be a key determinant for this site, with the potential to use part of the site for educational purposes such as a lecture hall. Proposals must be of a suitable scale and style which reflects the design context of heritage assets and low-rise buildings, <u>to ensure that the significance of heritage assets is conserved or enhanced</u>. Accommodation will be in the form of student halls of residence – the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation.</p> <p>The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment.</p> <p>Further guidance will be provided by the Emerging Burroughs and Middlesex University SPD.</p>			
MM 119	Site 39	The Burroughs Car Park		
Site No. 39	The Burroughs Car Park (Middlesex University and The Burroughs)			
Site Address:	The Burroughs, Hendon, NW4 4AR			
Map and Image retained as submitted		Ward:	Hendon	Image retained as submitted
		PTAL 2019:	4	
		PTAL 2031:	4	
		Site Size:	0.13 ha	
		Ownership:	Council	
		Site source:	Emerging Burroughs and Middlesex University SPD <u>Call for Sites</u>	

	Context type:	Urban	
	Existing or most recent site use/s:	Car parking	
	Development timeframe:	0-5 <u>6-10</u> years	
	Planning designations:	Conservation Area; Archaeological Priority Area	
	Relevant planning applications:	None	
	Site description:	A public car park (46 spaces) located in The Burroughs Conservation Area. The site is adjacent to 2-3 storey buildings in office and residential use. Bus routes run along the Burroughs.	
	Applicable Draft Local Plan policies:	GSS01, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, CHW02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	Residential	
	Indicative residential capacity:	21 <u>dwellings</u> .	

		Justification:	The site presents an underutilised space within an urban area that can be intensified for residential development.	
Site requirements and development guidelines:		<p>The sensitive context of the Conservation Area, surrounding heritage assets and 2-3 storey buildings mean that any proposal must be of a suitable scale and design <u>to conserve or enhance the significance of the historic environment</u>. Design proposals must take into account maintaining visibility of the heritage buildings to the rear of the site. Car parking requirements should be assessed, and spaces re-provided as needed. <u>Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u></p> <p>The site is within an Archaeological Priority Area and must be subject to an archaeological assessment. Further planning guidance will be provided by the emerging Burroughs and Middlesex SPD.</p>		
MM 120	Site 40	Meritage Centre		
Site No. 40		Meritage Centre (Middlesex University and The Burroughs)		
Site Address:		28-46 Meritage Centre , Church End, Hendon NW4 4JT		
Map and Image retained as submitted		Ward:	Hendon	
		PTAL 2019:	2	
		PTAL 2031:	2	
		Site Size:	0.33 ha	
		Ownership:	Council	
		Image retained as submitted		

	Site source:	Emerging Burroughs and Middlesex University SPD <u>Call for Sites</u>	
	Context type:	Urban	
	Existing or most recent site use/s:	Office/ Community Space with associated car parking	
	Development timeframe:	0-5 years <u>6-10 years</u>	
	Planning designations:	Conservation Area; Archaeological Priority Area	
	Relevant planning applications:	None <u>21/4722/FUL (undetermined)</u>	
	Site description:	The site contains a modern, low-rise building providing a community service for elderly people. Within the curtilage are areas of landscaping, including mature trees, and a car park. The site is within the Church End Conservation Area and is within the immediate setting of the Grade II* listed St Mary's Parish Church.	

	Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH07, CDH08, CHW01, CHW02, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	50% residential floorspace and 50% community floorspace <u>Development for residential / community uses.</u>
	Indicative residential capacity:	108 student halls of residence (equivalent to 36 standard residential units on the ratio that 2.5 student rooms are equivalent to 1 standard housing unit) <u>73 residential units (ratio of 2.5 student rooms to 1 standard housing unit)</u>
	Justification:	The site can be intensified to provide residential accommodation and community uses.

Site requirements and development guidelines:	<p>The Meritage Centre is community infrastructure and must be re-provided either on site or at a suitable alternative location. The Hendon Conservation Area Character Appraisal acknowledges that the Meritage Centre is a possible future site for redevelopment. Any proposals need to be sensitive in relation to <u>conserve or enhance the significance of</u> heritage assets and should reinforce local distinctiveness, with consideration given to the location within the conservation area and directly adjoining the Grade II* listed St Mary's Parish Church <u>forming part of its setting</u>. Proposals should also seek to retain the two mature birch trees located in the courtyard area. The site is within an Archaeological Priority Area and must be subject to an archaeological assessment. Accommodation could be in the form of student halls of residence. — the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation. Further planning guidance will be provided by the emerging Burroughs and Middlesex University SPD.</p> <p><u>Any development of the land must seek to retain important wildlife habitats and trees that are present. to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.</u></p>			
MM 121	Site 41	PDSA and Fuller Street Car Park		
Site No. 41	PDSA and Fuller Street Car Park (Middlesex University and The Burroughs)			
Site Address:	The Burroughs , <u>Fuller Street</u> , Hendon, NW4 4BE			
Map retained as submitted		Ward:	Hendon	Image retained as submitted
		PTAL 2019:	2	
		PTAL 2031:	2	
		Site Size:	0.23 ha	
		Ownership:	Mixed	

	Site source:	Emerging Burroughs and Middlesex University SPD <u>Call for Sites</u>	
	Context type:	Urban	
	Existing or most recent site use/s:	Animal hospital, residential, garages and car parking	
	Development timeframe:	0-5 <u>6-10</u> years	
	Planning designations:	Archaeological Priority Area	
	Relevant planning applications:	None <u>21/4722/FUL (undetermined).</u> <u>21/4612/FUL) approved for 2 storey building over existing public car park for occupation by the PDSA.</u>	

	Site description:	The site includes an animal hospital (PDSA), four residential units, garages and a car park that are associated with the surrounding residential units; it should be noted that on street parking in the area is very limited. The PDSA is located very close to the eastern boundary of the Hendon, Church End conservation area and is also in the vicinity of listed and locally listed buildings. Surrounding buildings to the south and east are mostly low-rise residential in character, while to the north is St Mary's and St John's Primary School.
	Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH07, CDH08, CHW01, CHW02, EGY01, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	50% residential floorspace and 50% community floorspace <u>Development for residential / community uses.</u>
	Indicative residential capacity:	48 student halls of residence (equivalent to 16 standard residential units on the ratio that 3 student rooms are equivalent to 1 standard housing unit) <u>32 residential units (ratio of 2.5 student rooms to 1 standard housing unit).</u>
	Justification:	The site can be intensified to provide residential accommodation and community uses.

Site requirements and development guidelines:	<p>The PDSA is a well-established use in the area and provides an important service to the community due to its charitable function. It is one of only three PDSA Hospitals in London. As such the use should either be re-provided on site, or at a suitable alternative location. Any proposal must consider impact on the proximate heritage assets, including the Hendon, Church End Conservation Area and nationally and locally listed buildings, <u>to ensure that the significance of designated heritage assets are conserved or enhanced and that the effect of non-designated heritage assets is taken into account.</u></p> <p>The site is within an Archaeological Priority Area and must be subject to an archaeological assessment. Accommodation could be in the form of student halls of residence —the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation.</p> <p><u>Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u></p> <p>Further planning guidance will be provided by the emerging Burroughs and Middlesex University SPD.</p>		
MM 122	Site 42	Usher Hall	
Site No. 42	Usher Hall (Middlesex University and The Burroughs)		
Site Address:	The Burroughs, Hendon, NW4 4HE		
Map and Image retained as submitted	Ward:	Hendon	Image retained as submitted
	PTAL 2019:	3	
	PTAL 2031:	4	
	Site Size:	0.44 ha	
	Ownership:	Public (Middlesex University)	

	Site source:	Emerging Burroughs and Middlesex University SPD <u>Call for Sites</u>	
	Context type:	Urban	
	Existing or most recent site use/s:	Student housing	
	Development timeframe:	5- <u>6</u> -10 years	
	Planning designations:	None	
	Relevant planning applications:	None	
	Site description:	Purpose-built 4-storey student accommodation with car parking to the rear. On the opposite side of The Burroughs is a range of Grade II listed buildings including the Middlesex University main building, along with Hendon Library, Fire Station and Town Hall. Hendon Church End Conservation Area lies immediately to the north of the site. Public transport is provided by bus routes which run along the Burroughs.	
	Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH07, CDH08, CHW02, TRC01, TRC03	

	Proposed uses/ allocation (as a proportion of floorspace):	Residential accommodation for students
	Indicative residential capacity:	117 student halls of residence (equivalent to 39 standard residential units on the ratio that 3 student rooms are equivalent to 1 standard housing unit) <u>Minimum of 9 dwellings (equivalent to 23 student units based on a ratio of 2.5 student rooms to 1 standard housing unit).</u>
	Justification:	The site can be intensified to provide a greater quantum of student accommodation.
Site requirements and development guidelines:	<p>Proposals must be of a suitable scale and style which reflects the design context of heritage assets and surrounding buildings <u>to ensure that the significance of heritage assets is conserved or enhanced</u>. The existing use of the building as student halls of residence is expected to be retained – the indicative capacity shown is on the basis of a net increase and at the ratio of three student rooms to one conventional unit of accommodation. The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment. Further guidance will be provided by the emerging Burroughs and Middlesex University SPD.</p> <p><u>Any proposal seeking an uplift within the allocation would be required to demonstrate an acceptable design-led approach at application stage in accordance with London Plan Policy D3.</u></p>	
MM 123	Site 43	Army Reserve Depot
Site No. 43	Army Reserve Depot (Chipping Barnet Town Centre)	
Site Address:	St Alban's Rd, Chipping Barnet, EN5 4JX	

Map and Image retained as submitted	Ward:	High Barnet	Image retained as submitted
	PTAL 2019:	3	
	PTAL 2031:	3	
	Site Size:	1.26 ha	
	Ownership:	Public (MoD)	
	Site source:	The Spires Planning Framework (2012)	
	Context type:	Urban	
	Existing or most recent site use/s:	Territorial Army drill hall, ancillary buildings and yard.	
	Development timeframe:	0-5 <u>11-15</u> years	
	Planning designations:	Archaeological Priority Area	
	Relevant planning applications:	None	

	Site description:	The current site does not link or relate to the surrounding residential area and does not permit access between St Albans Road to roads to the rear of the site. It is predominantly surrounded by small scale residential and retail units. Due to security issues relating to its present use the site has a 'closed' appearance and is out of character with the street scene and surrounding uses. The site is only accessible from St Albans Road. Pedestrian connections to Chipping Barnet Town Centre are poor. Mature trees help define the site's character. The site is adjacent to Chipping Barnet Town Centre and the Monken Hadley Conservation Area and is close to the Grade II listed Christ Church and Locally listed White Lion Pub and 39-41 St Albans Road.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CDH08, TOW01, CHW01, CHW02, EGY01, EGY02, EGY03, TRC01, TRC03.	
	Proposed uses/ allocation (as a proportion of floorspace):	90% residential floorspace with 10% commercial, business and services uses <u>Residential led mixed use development with small quantum of commercial uses.</u>	
	Indicative residential capacity:	193 <u> dwellings.</u>	
	Justification:	Vacation of the site by the current user provides an opportunity for new uses and more intensive development that are appropriate in this accessible location on the edge of the town centre.	

<p>Site requirements and development guidelines:</p>	<p>New residential development with potential for commercial, business and services use elements will strengthen the vitality and viability of the town centre. This is an opportunity to provide family housing in an accessible location. The design should reflect the context of the surrounding residential grain, building heights and heritage.</p> <p>Improvements to key road junctions, including Stapylton Road/ St Albans Road and St Albans Road/ A1000, should be investigated and any improvements deemed necessary should be implemented. Enhancements should be sought for pedestrian connectivity between residential areas and the town centre through enhancing existing footpaths and reopening routes to recreate historical connectivity.</p> <p><u>Design of any proposed development should be sensitive to surrounding area, including the Monken Hadley Conservation Area and Locally Listed Buildings on St Albans Road. This is necessary to ensure that the significance of heritage assets is conserved or enhanced, and that the effect on non-designated assets is taken into account. Design cues could be taken from Livingstone Court at the rear of the site as it would be possible to replicate similar scale, design and massing to achieve the current indicative capacity.</u></p> <p><u>Improvements to streets and the public realm should be delivered in line with the Healthy Streets Approach. Mature trees on the site should be retained. to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.</u></p> <p>The site is within an Archaeological Priority Area and must be subject to an archaeological assessment.</p>		
<p>MM 124</p>	<p>Site 44</p>	<p>High Barnet Station</p>	
<p>Site No. 44</p>	<p>High Barnet Station (Chipping Barnet Town Centre)</p>		
<p>Site Address:</p>	<p>Great North Rd, Chipping Barnet, EN5 5P</p>		
<p>Map and Image retained as submitted</p>		<p>Ward: High Barnet <u>Barnet</u> <u>Vale</u></p>	<p>Image retained as submitted</p>
		<p>PTAL 2019:</p>	<p>6</p>

	PTAL 2031:	6	
	Site Size:	1.50 ha	
	Ownership:	Public (TfL)	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Public car parking and B-use storage and business	
	Development timeframe:	6-10 years	
	Planning designations:	None	
	Relevant planning applications:	None	

	Site description:	This is land to <u>the</u> south west of High Barnet station and tracks, fronting the A1000 Barnet Hill / Great North Road. It is currently used as a commuter car park (157 spaces), a range of low-density B-uses including vehicle hire, scaffolding and self-storage facilities in temporary structures and vacant, incidental land around the railway. Levels change significantly across the site and in the surrounding area, rising (quite steeply in places) to the northwest. The site is within 400m of Chipping Barnet Town Centre. It is located on one of the highest points (134 metres above sea level) of the Barnet Plateau. There are no statutorily or locally listed buildings close to the site, and it is not within a conservation area or its setting. There is a wooded area to the west (containing Tree Preservation Orders), <u>that</u> provides opportunities for placemaking and maximising residential amenity.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECY01, ECY02, ECY03, TRC01, TRC02, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	75% residential floorspace with 25% commercial uses, public realm and public car parking. Designated within UDP (2006) as Site 26 supporting B1 uses, hotel and leisure.	<u>Residential led mixed use development with commercial uses, public realm and limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons, reflecting the site's highly accessible location and encouraging the use of public transport and active modes of travel.</u>

		Indicative residential capacity:	292 <u> dwellings.</u>
		Justification:	The site is highly accessible by public transport and is close to Chipping Barnet town centre, making this location suitable for intensification.
Site requirements and development guidelines:	<p>Comprehensive residential led development <u>including necessary transport infrastructure will be supported</u> which will improve the sense of arrival and of place at entrances to High Barnet station, creating a new public space and improving visual connectivity, will be supported including necessary transport infrastructure.</p> <p>Seek opportunities for public realm improvements from station entrances up the hill to Chipping Barnet Town Centre and pedestrian connections to Great North Road Local Centre. There is potential for meanwhile uses on parts of the site at the early stages of development to help create an identity and attraction. The development should create active and attractive frontages along Barnet Hill. This is not in a Tall Buildings Location - 8 storeys or more would not be appropriate. Meanwhile use floorspace could take the form of flexible and affordable workspace, small / affordable shop units suitable for SMEs. An assessment must be undertaken of public car parking spaces lost and replacement spaces may be required. <u>Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u></p> <p><u>Residential-led mixed use development must reflect the 'Healthy Streets Approach' with improved interchange facilities for pedestrians and cyclists, providing the necessary transport infrastructure with regard to Policy TRC02. Proposals for development should seek to provide a pedestrian bridge over the railway line to Potters Lane if possible, or otherwise provision of a footway down the east side of Barnet Hill south of the station slip road will be necessary.</u></p>		
MM 125	Site 45	Land Adjoining The Whalebones	
Site No. 45	Land at <u>Adjoining The Whalebones</u>		
Site Address:	Wood St, Chipping Barnet, EN5 4BZ		

Map and Image retained as submitted	Ward:	High Barnet	Image retained as submitted
	PTAL 2019:	2	
	PTAL 2031:	2	
	Site Size:	2.20 <u>4.37</u> Ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Suburban	
	Existing or most recent site use/s:	Agriculture, community facilities	
	Development timeframe:	0-5 <u>6-10</u> years	
	Planning designations:	Conservation Area	

	Relevant planning applications:	19/3949/FUL (REFUSED) 152 residential units, public open spaces and dismissal of <u>related appeal APP/N5090/W/21/3 273189.</u>	
	Site description:	The site forms part of Wood Street Conservation area and comprises a largely green and undeveloped area, consisting in the west and north of open fields with some tree cover, and in the east of a more heavily-treed field. Whalebones House itself and the extensive surrounding garden are in private ownership and are not part of the site. The surrounding area consists of large suburban houses. To the west there has been recent residential development at Elmbank of 114 units. Barnet Hospital lies to the south. There is access to bus routes serving Barnet Hospital and Wood Street.	
	Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CDH08, CHW01, CHW02, ECC02, ECC04, ECC06, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	90% residential with 10% local open space and community facilities. <u>Residential led development with publicly accessible open space and community uses.</u>	

	Indicative residential capacity:	452 <u>100 dwellings.</u>
	Justification:	The site presents an area of undeveloped land <u>near Barnet Hospital</u> that is close to the services and transport links of Chipping Barnet Town Centre. The site is not currently accessible by the public and development provides an opportunity to deliver public open space.

<p>Site requirements and development guidelines:</p>	<p><u>The This sensitive character of this site means that proposals must have great attention to how the design corresponds to the historic and local context, and addresses local needs. A design-led approach in accordance with London Plan Policy D3 will be necessary at the application stage for a proposal for up to 100 dwellings, or any uplift to that number, to ensure that the development responds appropriately to the historic character of the site and its surroundings.</u></p> <p>There must be retention of trees and other natural features, with the introduction of new pedestrian access points and woodland walks which benefit the local community and users of Barnet Hospital. Residential development to the west of Whalebones House, adjacent to the Elmbank development, will help to integrate the site into the surrounding suburbs. There should be provision of a new Local Open Space <u>publicly accessible open space</u> and a community facility, subject to legal agreement with developer on continuing management and maintenance.</p> <p><u>Any development of the land must seek to retain important wildlife habitats and trees that are present to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.</u></p> <p>The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment. The design must reflect the site location in the Wood Street Conservation area and the surrounding suburban and historic character, <u>to ensure that the significance of heritage assets is conserved or enhanced.</u></p> <p>Planning application (19/3949/FUL) was refused for 152 residential units and public open spaces.</p>			
<p>MM 126</p>	<p>Site 46</p>	<p>IBSA House</p>		
<p>Site No. 46</p>	<p>IBSA House (Mill Hill East Growth Area)</p>			
<p>Site Address:</p>	<p>The Ridgeway, Mill Hill, NW7 1RN</p>			
		<p>Ward:</p>	<p>Mill Hill</p>	<p>Image retained as submitted</p>

Map and Image retained as submitted	PTAL 2019:	1B	
	PTAL 2031:	1B	
	Site Size:	2.08 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Suburban	
	Existing or most recent site use/s:	Office / light industrial / storage and distribution	
	Development timeframe:	0-5 <u>6-10</u> years	
	Planning designations:	Green Belt (on part of the site)	

	Relevant planning applications:	<p><u>21/0332/FUL - Extensions of 49m² and 147m², sole use as Class E (g) (i) Office Space with former Printworks and existing factory buildings as Class E (g) (iii) Light Industrial or Class B8 Storage or distribution space.</u></p> <p><u>19/6551/FUL) (approved) for 197 dwellings</u></p>	
	Site description:	The site contains the print works and offices for International Bible Students Association within a modern 5-storeys building on the Finchley Ridge. The site is adjacent to residential areas of the Millbrook Park development. To the north of the site is Green Belt, with the designation overlapping part of the site alongside Partingdale Lane.	
	Applicable Draft Local Plan policies:	<p>GSS01, GSS07, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, EGY01, EGY02, EGY03, ECC05, TRC01, TRC03</p>	

		Proposed uses/ allocation (as a proportion of floorspace):	Residential only
		Indicative residential capacity:	197 <u>dwellings</u> as per 19/6551/FUL
		Justification:	The owners and users of the site are leaving the site, providing an opportunity for more effective and intensive use.
Site requirements and development guidelines:	<p>Proposals must be of appropriate scale and design that responds to the context. There should be delivery of high quality residential development comprising a range of housing types and tenures, including family homes. Proposals must ensure development does not negatively affect the small area of Green Belt at the north of the site. The potential for the development to increase traffic must be assessed and mitigated.</p> <p><u>Footpath connectivity across the site should be explored and would be required if any subsequent alternative proposal is advanced.</u></p>		
MM 127	Site 47	Mill Hill East Station	
Site No. 47	Mill Hill East Station (Mill Hill East Growth Area)		
Site Address:	Bittacy Hill, Mill Hill, NW7 1BS – airspace above and land adjoining station		
Map and Image retained as submitted		Ward:	Mill Hill
		PTAL 2019:	3
		PTAL 2031:	3
		Image retained as submitted	

	Site Size:	1.24 ha	
	Ownership:	Public (non-Council) <u>TfL</u>	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Railway station, platforms and lines, with public car parking and unused bordering land	
	Development timeframe:	11-15 years	
	Planning designations:	None	
	Relevant planning applications:	None	

	Site description:	The site includes Mill Hill East Station building, platform and tracks, along with the public car park (42 spaces) and overgrown adjacent strip of land. The large, partially completed Mill Brook Park development is across Bittacy Hill road to the north east of the site. To the north is low-density two-storey housing, while to the south is a supermarket and gym surrounded by large areas of surface car parking.
	Applicable Draft Local Plan policies:	GSS01, GSS07, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, ECC06, TRC01, TRC02, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	<p>60% residential floorspace with 40% retained rail infrastructure and car parking.</p> <p><u>Residential led mixed use development with transport infrastructure and limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons, reflecting the site's accessible location and encouraging the use of public transport and active modes of travel.</u></p>
	Indicative residential capacity:	<u>Minimum of 127 dwellings.</u>
	Justification:	The site is accessible by public transport and is could be intensified to provide residential uses.

<p>Site requirements and development guidelines:</p>	<p>The varied surroundings to the site mean that the design <u>and height</u> must be sensitive in terms intensification; for example, the southern boundary towards the supermarket provides greater scope for building height than towards the low-rise housing to the west.</p> <p><u>A design-led approach required to building heights in this location must take account of the locally listed station building. Subject to careful layout, massing and design testing, buildings over 3 storeys in height, taking cues from the Millbrook Park redevelopment to the north-east opposite, where there are a range of taller buildings, may be explored. Comprehensive development of the site allocation with neighbouring sites, should they come forward, will be encouraged to optimise density and housing, services and facilities for existing and future residents of Mill Hill East.</u></p> <p><u>Preservation of mature trees is required. Any development of the land must seek to retain important wildlife habitats and trees that are present on the north and south sides of the railway line.</u></p> <p><u>Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.</u></p> <p><u>The station building and associated platforms and tracks must <u>should</u> be retained and/or re-provided. <u>Development around the station building will need to be mindful of its local listing. Should the station building be proposed to be demolished, the loss of the locally listed building would need to be robustly justified relative to its status and significance as a non-designated heritage asset, and a replacement station building would need to be provided.</u></u></p> <p><u>This site lies on the Strategic Walking Network. Development proposals should must take the opportunity to ensure effective connectivity to this network.</u></p> <p><u>Residential-led mixed use development should provide the necessary transport infrastructure with regard to Policy TRC02. Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u></p> <p>The scale of development is likely to require upgrades of the water supply network infrastructure. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing phasing plan to ensure development does not outpace delivery of essential network upgrades.</p>
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		An assessment of public car parking requirements must be undertaken and mitigation provided to encourage the use of public transport and active modes of travel.		
MM 128	Site 48	Mill Hill Library		
Site No. 48		Mill Hill Library (Mill Hill Town Centre)		
Site Address:		Hartley Avenue, NW7 2HX		
Map and Image retained as submitted		Ward:	Mill Hill	Image retained as submitted
		PTAL 2019:	4	
		PTAL 2031:	4	
		Site Size:	0.17 ha	
		Ownership:	Council	
		Site source:	Council assets disposal programme	
		Location type:	Urban	
		Existing or most recent site use/s:	Public library and associated car parking	
Development timeframe:	0-5 <u>6-10</u> years			

	Planning designations:	Local Heritage List	
	Relevant planning applications:	None	
	Site description:	<p>Mill Hill Library is a single storey Neo-Georgian building in red brick with stone portico and slate tiled roof which was built in 1937. The building <u>is included on</u> has been nominated for the Local Heritage List.</p> <p>The curtilage includes a border of landscaping, along with an access road to a rear car park.</p> <p>Opposite lies the fire station built in a similar civic style. To the west of the site is a car park while to the east is a three-storey officer building. The location is close to Mill Hill district centre and lies close to the A1 arterial road. Mill Hill station is within approximately 500m.</p>	
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH08, TOW01, TOW02, CHW01, CHW02, TRC01, TRC02	
	Proposed uses/ allocation (as a proportion of floorspace):	50% Residential floorspace with and 50% Community uses.	
	Indicative residential capacity:	19 <u>Minimum of 10 dwellings.</u>	
	Justification:	The library use is leaving the building, allowing the site to be used for other purposes suitable to this accessible and edge-of-town-centre location.	

Site requirements and development guidelines:	<p>The library is community infrastructure and must be re-provided either on site or at a suitable alternative location. Due to the proposed Local Heritage listing <u>and the significance of the non-designated heritage asset</u>, proposals should retain the existing building and sensitivity integrate new <u>residential uses through appropriate conversion and</u> or additional <u>subservient extensions if required</u> buildings.</p> <p>Good accessibility to the Mill Hill district centre and transport links will help to support new uses on this site.</p>		
MM 129	Site 49	Watch Tower House & Kingdom Hall	
Site No. 49	Watch Tower House & Kingdom Hall (Mill Hill East Growth Area)		
Site Address:	The Ridgeway, Mill Hill, NW7 1RS/ 1RL		
Map and Image retained as submitted	Ward:	Mill Hill	
	PTAL 2019:	1B	
	PTAL 2031:	1B	
	Site Size:	7.31 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Green Belt with existing buildings on parts of the site	
	Existing or most recent site use/s:	Sui generis religious community	
Image retained as submitted			

	Development timeframe:	6-10 years <u>0-5 years</u>	
	Planning designations:	Green Belt, Conservation Area Major Developed Site in the Green Belt (UDP 2006)	
	Relevant planning applications:	None <u>22/0649/FUL (approved) for demolition and construction of 10 new buildings comprising 175 units of specialist older persons housing and 9 residential dwellings (184 units in total).</u>	

	Site description:	<p>A large site with extensive open spaces that is within designated Green Belt and the Mill Hill Conservation Area, previously classified as a Major Development Site within the Green Belt. There is a broad west/ east split, with the eastern half of the site containing a sprawling complex, largely over three storeys, which provides 85 self-contained <u>a sui-generis use comprising residential units accommodation</u> and ancillary services for staff of the International Bible Students Association (IBSA), at nearby IBSA House. There are also extensive gardens and car parking. The western half of the site comprises a Kingdom Hall with a large, open field <u>to the rear. The field is a large green open space that is not currently open to the public.</u> The site has numerous mature trees and is subject to an Area Tree Preservation Order. A public footpath bisects the site north-south. The land falls sharply from north to south, providing good views towards London. Suburban roads of semi-detached housing surround the site to the south, east and west, with the Ridgeway Road to the north.</p>
	Applicable Draft Local Plan policies:	GSS01, GSS07, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, ECC05, ECC06, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	<p>80% retained as undeveloped Green Belt with 18% residential and 2% community floorspace.</p> <p><u>Area of existing buildings redeveloped for residential with supporting community uses while the site maintains the purposes of the Green Belt, including retaining the areas of undeveloped land.</u></p>
	Indicative residential capacity:	224 <u>Minimum 184 dwellings.</u>

		Justification:	The existing user plans to vacate the site and the extant built areas are suitable for housing and community uses.	
Site requirements and development guidelines:		<p>The quantum and design of redevelopment are significantly constrained by numerous factors including: the low level of public transport access, the suburban semi-rural character, the Green Belt and Conservation Area status, the very prominent position at the top of the ridge and trees subject to TPOs. Any development proposal that is not within the area of previously developed land must demonstrate very special circumstances.</p> <p><u>While planning permission has been granted for 184 residential units on the site, the indicative residential capacity is a minimum. Any future proposal seeking an uplift from development would be required to demonstrate acceptability through a design-led approach in accordance with London Plan Policy D3 and ensure that the significance of the Conservation Area is conserved or enhanced. Proposals that are not within the area of previously developed land must demonstrate very special circumstances, although the Council would expect this space to remain undeveloped and retained for the purposes of the public and existing/future residents' benefit. Consideration should be given to improved access to the green space from the public footpath.</u></p> <p><u>This site lies near to the Strategic Walking Network and the public footpath traversing the site must be retained. Development proposals should take the opportunity to ensure effective connectivity to this network.</u></p> <p><u>Local wildlife must be protected both from development and disturbance during development. Any development of the land must seek to retain important wildlife habitats and trees to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.</u></p>		
MM 130	Site 50	Watford Way & Bunns Lane		
Site No. 50		Watford Way & Bunns Lane (Major Thoroughfare)		
Site Address:		Adjacent to Watford Way, Mill Hill, NW7 2EX		
		Ward:	Mill Hill	Image retained as submitted

Map and Image retained as submitted	PTAL 2019:	1B	
	PTAL 2031:	2	
	Site Size:	0.86 ha	
	Ownership:	<u>Public (TfL)</u>	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Vacant (former motorway ramp & verges)	
	Development timeframe:	5-10 <u>11-15</u> years	
	Planning designations:	None	
	Relevant planning applications:	None	

	Site description:	An overgrown site on a disused road connection. The site's eastern boundary is along the raised Watford Way (A1), with the remainder of the boundary running to the rear of 2-3 storey residential properties along Bunns Lane and other local streets. The site does not have direct access to the public highway, other than the A1 which would not be suitable due to safety issues of vehicles joining a busy, raised three-carriageway road. A raised public footpath crosses the site.	
	Applicable Draft Local Plan policies:	GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECC02, ECC06, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	Residential	
	Indicative residential capacity:	105 <u>dwellings</u>	
	Justification:	The site is unused and provides an opportunity for new housing in a residential area.	

<p>Site requirements and development guidelines:</p>	<p>Proposals must demonstrate how adequate access to site will be secured. <u>Possible accesses should be explored from either Bunns Lane by travelling beneath the A1 Watford Way 'flyover', or through the garage site adjacent to 19-24 Farm House Court and/or from the adjacent Brancaster Drive development. In the event that TfL requires part of the site adjacent to the A1 to support transport operations, this use must be carefully sited and designed to ensure the amenity a suitable living environment of new and existing housing is maintained.</u></p> <p>Critically, the design must manage and mitigate air pollution and noise from the adjoining A1 road and must also ensure the amenity of neighbouring residential properties is maintained or improved. <u>An</u> assessment of the trees must be undertaken with the objective of preserving mature and high-quality specimens or mitigating on-site through re-planting.</p> <p><u>Any development of the land must seek to retain important wildlife habitats and trees to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.</u></p> <p>The public footpath through the site must be maintained. <u>This site lies on the Strategic Walking Network and development proposals should take the opportunity to ensure effective connectivity to this network.</u></p> <p><u>The site allocation is developable for an indicative residential capacity of 105 dwellings having taken account of the potential access options.</u> This scale of development is likely to require upgrades of the water supply network infrastructure. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing phasing plan to ensure development does not outpace delivery of essential network upgrades.</p>			
<p>MM 131</p>	<p>Site 51</p>	<p>Great North Road Local Centre</p>		
<p>No. 51</p>	<p>Great North Road Local Centre (Major Thoroughfare)</p>			
<p>Site Address:</p>	<p>Great North Rd, New Barnet, EN5 1AB</p>			
<p>Map and Image retained as submitted</p>		<p>Ward:</p>	<p><u>Oakleigh Barnet Vale</u></p>	<p>Image retained as submitted</p>
		<p>PTAL 2019:</p>	<p>4</p>	

	PTAL 2031:	5	
	Site Size:	0.81 ha	
	Ownership:	The Leathersellers' Company <u>Private</u>	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Cinema, public house and service station	
	Development timeframe:	6-10 years	
	Planning designations:	None	
	Relevant planning applications:	None	
	Site description:	This site is part of the Great North Road Local Centre which includes the recently refurbished Grade II listed cinema, public house and petrol station. The site is next to a junction of the Great North Road. To the rear is a railway line embankment, along which is a Site of Borough Importance for Nature Conservation. High Barnet Station is within ½ km.	

	Applicable Draft Local Plan policies:	GSS01, GSS11, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, TOW01, TOW04, CHW02, CHW04, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	40% residential floorspace with 60% of floorspace in use as a cinema and public house <u>Residential development with cinema and public house retained.</u>
	Indicative residential capacity:	<u>84 Minimum 27 dwellings.</u>
	Justification:	The site is accessible and presents an opportunity for intensification while seeking to maintain the existing important uses.
Site requirements and development guidelines:	<p>Proposals must retain the Grade II listed cinema building and should consider retaining the public house. <u>Proposals must also retain the Public House, unless it can be demonstrated there is no viable demand for its continued use, or no viable alternative community use in accordance with the policy tests within Policy CHW04. Reprovision of the use within a mixed-use development would be supported.</u></p> <p>Noise and air pollution from the Great North Road must be mitigated.</p> <p><u>The indicative minimum residential capacity of 27 dwellings takes into account that the remainder of the site consists of a petrol station and the site's potential capability for supporting a suitable redevelopment proposal as part of a design-led approach in accordance with London Plan Policy D3 and/or masterplan for the allocation, this is particularly necessary to ensure that the significance of the Grade II listed building is conserved or enhanced.</u></p> <p>Development needs to take account of the Site of Borough Importance for Nature Conservation to the rear. A site masterplan will be required.</p>	

MM 132	Site 52	Kingmaker House		
Site No. 52		Kingmaker House (New Barnet Town Centre)		
Site Address:		15 Station Rd, New Barnet, EN5 1NW		
Map and Image as submitted – deleted		Ward:	Oakleigh	Image as submitted – deleted
		PTAL 2019:	3	
		PTAL 2031:	4	
		Site Size:	0.26 ha	
		Ownership:	Private	
		Site source:	Existing prior-approval	
		Context type:	Urban	
		Existing or most recent site use/s:	Office	
		Development timeframe:	0-5 years	
Planning designations:	Town Centre			

	Relevant planning applications:	19/5403/FUL (approved) extension for 43 additional residential units; 19/1952/PNO (approved) conversion to 94 residential units.	
	Site description:	Located in New Barnet Town Centre, the site consists of a 7-storey 1960s office building with parking to the front and rear. Similar adjacent buildings have been converted to residential use. The site is close to New Barnet Station.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, CHW02, EGY01, EGY02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):		90% residential floorspace with 10% commercial (office)
	Indicative residential capacity:		61
	Justification:	The town centre and well-connected location provides an opportunity to sensitively redevelop this site for residential units.	

Site requirements and development guidelines:	While prior approval for conversion from office to residential has been approved, planning applications have been refused on the basis of impact on residential properties to the rear. Proposals must therefore carefully assess the quantum of development and scale and massing of the design. Nevertheless, high public transport access and proximity to town centre functions may support a relatively high density of development. Proposed designs must also take into consideration the Grade II listed New Barnet War Memorial and locally listed East Barnet Town Hall which are opposite the site.		
MM 133	Site 53	Allum Way	
Site No. 53	Allum Way (Whetstone Town Centre)		
Site Address:	Totteridge & Whetstone Station/ High Rd/ Downland Close/ Allum Way, Whetstone, N20		
Map and Image retained as submitted	Ward:	Totteridge <u>Whetstone</u>	Image retained as submitted
	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	4.27 ha	
	Ownership:	Mixed (TfL and private)	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Railway station with car parking, industry and storage	

	Development timeframe:	10-15- 6-10 years	
	Planning designations:	None	
	Relevant planning applications:	None	
	Site description:	This site encompasses the station, car parking (101 spaces), storage and small industrial units. Parts of the site are heavily wooded. The north-east is adjacent to Whetstone Town Centre and fronts onto the High Road. The site slopes steeply from the High Road down to the railway line.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, TOW01, TOW02, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, ECC05, ECC06, TRC01, TRC02, TRC03	

	Proposed uses/ allocation (as a proportion of floorspace):	<p>46% for TfL rail infrastructure, commercial (office and light industry), community and car parking, and 54% residential floorspace</p> <p><u>Residential led mixed use development with transport infrastructure (if there is an operational requirement by TfL), commercial (office and light industry), community and limited commuter car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons, reflecting the site's accessible location and encouraging the use of public transport and active modes of travel.</u></p>
	Indicative residential capacity:	<p>600 <u>Minimum of 599 dwellings.</u></p>
	Justification:	<p>The site is highly accessible by public transport and is next to Whetstone Town Centre. There is potential to intensify and deliver housing with some commercial uses. A portion of the site should be safeguarded for new LU rail infrastructure.</p>

<p>Site requirements and development guidelines:</p>	<p>A portion of the site should be safeguarded for TfL / London Underground for operational purposes, to serve a future Northern Line upgrade, <u>with the extent to be established by London Underground following feasibility studies.</u> <u>Should TfL conclude that this site is not required for transport infrastructure then additional residential development may be appropriate.</u> Station functions must be maintained <u>and development must safeguard station operations in line with the agent of change principles.</u> Landowners should work with TfL and the Council to identify a <u>comprehensive scheme.</u></p> <p>Good access to public transport and town centre functions support intensification. <u>There is sufficient space within the site to accommodate a graduated range of heights, subject to compliance with relevant policies, that would not significantly impact the character of the site and surrounding area given the opportunities afforded by differences in topography, particularly if buildings are concentrated closer to the Northway House site.</u> Consistent with Policy CDH04, tall buildings may be appropriate. However, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Mature trees within the site should be assessed and either preserved or replaced. There is adjoining Green Belt to the west and north and Site of Borough Importance for Nature Conservation along the western site boundary, along with the Dollis Valley Green Walk. A further restricting design factor is the suburban 2-3 storey housing to the east. Building heights must be carefully considered to avoid excessive impact within the area which already has the tall buildings of Barnet House and Northway House. Homes near to the Northern Line must be provided with noise mitigation, with trains running through the night on Friday and Saturday. <u>Further guidance will be provided by the Designing for Density SPD.</u></p> <p><u>The residential capacity of the site is indicative and based on TfL operational requirements for train stabling. If this transport infrastructure is no longer required the indicative capacity could be exceeded, subject to a design-led approach in accordance with London Plan Policy D3 that takes into account the local topography and surrounding context together with other material planning considerations.</u> <u>Access to the site must be managed to form safe entrance and exit, particularly from High Road and Totteridge Lane.</u></p> <p><u>Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u></p> <p><u>There is adjoining Green Belt to the west and north and Site of Borough Importance for Nature Conservation along the western site boundary, along with the Dollis Valley Green Walk.</u> <u>Any development of the land must seek to retain</u></p>
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important wildlife habitats and trees. Mature trees within the site should be assessed and either preserved or replaced to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan. This site lies on the Strategic Walking Network. Development proposals should take the opportunity to ensure effective connectivity to this network.

The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application.

~~Access to the site must be managed to form safe entrance and exit, particularly from the High Road and Totteridge Lane. Car parking requirements will be assessed and provided, within the context of a move to sustainable modes of transport.~~

MM 134	Site 54	Barnet House		
Site No. 54		Barnet House (Whetstone Town Centre)		
Site Address:		1255 High Rd, Whetstone, N20 0EJ		
Map and Image as submitted – deleted		Ward:	Totteridge	Image as submitted – deleted
		PTAL 2019:	4	
		PTAL 2031:	4	
		Site Size:	0.59 ha	
		Ownership:	Private	
		Site source:	Call for sites	

	Context type:	Urban	
	Existing or most recent site use/s:	Office	
	Development timeframe:	0-5 years	
	Planning designations:	Town Centre; Archaeological Priority Area	
	Relevant planning applications:	17/1313/PNO (approved) conversion to 254 residential units; 17/5373/FUL (refused) extension and 216 residential units.	
	Site description:	A 10-storey 1960s office building and associated car parking spaces. The site is within the Whetstone Town Centre and fronts onto the Great North Road. Surrounding buildings vary from 2-6 storeys. The site is within 300m of Totteridge and Whetstone Station.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, CHW01, CHW02, EGY01, EGY02, EGY03, TRC01, TRC03	

		Proposed uses/ allocation (as a proportion of floorspace):	90% residential uses with 10% community and commercial	
		Indicative residential capacity:	139	
		Justification:	The town centre site is accessible and could be used to provide residential uses along with ancillary town centre uses.	
Site requirements and development guidelines:	While prior approval (17/1313/PNO) has been granted for office to residential conversion, planning applications which come forward should include community and commercial office uses. The good public transport access and town centre location support a relatively intensive development. High quality design will be expected to reflect the context of Whetstone High Street and the prominent location of the site. The site is within an Archaeological Priority Area and must be subject to an archaeological assessment.			
MM 135	Site 55	Woodside Park Station East		
Site No. 55	Woodside Park Station East (Existing Transport Infrastructure)			
Site Address:	Woodside Park Rd, Woodside Park, N12 8RT			
Map and Image retained as submitted		Ward:	Totteridge & <u>Woodside</u>	
		PTAL 2019:	3	
		PTAL 2031:	4	
		Site Size:	0.46 ha	
		Ownership:	Public (TfL)	
Image retained as submitted				

	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Car park	
	Development timeframe:	0-5 <u>6-10</u> years	
	Planning designations:	None	
	Relevant planning applications:	None	
	Site description:	A commuter car park (148 spaces) serving Woodside Park Station, which is locally listed. Surrounded on other sides by low-rise housing and a small private school.	
	Applicable Draft Local Plan policies:	GSS01, GSS09, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECC02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	<p>Residential with 20% re-provision of car parking.</p> <p><u>Residential development with limited re-provision of car parking with the aim to re-provide only where essential, for example for disabled persons or operational reasons, reflecting the site's highly accessible location and encouraging the use of public transport and active modes of travel.</u></p>	

		Indicative residential capacity:	<u>Minimum 95 dwellings.</u>
		Justification:	The surface car park in this accessible and residential area offers potential for intensification for housing.
Site requirements and development guidelines:	<p>Proposed designs must avoid privacy issues with neighbouring housing and be suitable for the context of the locally listed station building and surrounding housing. The adjacent railway line operates through the night on Friday and Saturday and the effects of noise disturbance must be mitigated. Restrictions on free parking at the entrance to Woodside Grange Road should be retained - where parking is at present prohibited from 2 to 3 pm Monday-Friday – to prevent all-day commuter parking in this small area and maintain safe access for the adjoining school and others.</p> <p>Public car parking requirements should be assessed, and mitigation provided to encourage the use of public transport and active modes. Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</p> <p><u>Development will be required to take account for the need for a buffer with properties on Woodside Grange Road and Budd Close.</u></p>		
MM 136	Site 56	Woodside Park Station West	
Site No. 56	Woodside Park Station West (Existing Transport Infrastructure)		
Site Address:	Station Approach, Woodside Park, N12 8RT		
Map retained as submitted		Ward:	<u>Totteridge & Woodside</u>
		PTAL 2019:	3
		PTAL 2031:	4
Image retained as submitted			

	Site Size:	1.37 ha	
	Ownership:	Public (TfL)	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Undeveloped land adjacent to railway corridor	
	Development timeframe:	0-5 years (existing planning permission) <u>6-10 years (remaining undeveloped parcel, subject to acceptability of proposal)</u>	
	Planning designations:	None	
	Relevant planning applications:	19/1809/FUL (refused) 86 flats; 19/4293/FUL (approved) 86 flats.	

	Site description:	The site is a corridor of undeveloped land next to the Northern Line railway and Woodside Park Station which is overgrown and partially wooded. To the west are a mix of houses and residential blocks of up to four storeys.	
	Applicable Draft Local Plan policies:	GSS01, GSS09, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECC02, ECC06, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	Residential	
	Indicative residential capacity:	356 <u>Minimum of 86 dwellings (based on existing planning permission, any uplift on the undeveloped parcel is dependent upon acceptability of a proposal subject of a design-led approach).</u>	
	Justification:	The unused areas of land in this accessible and residential area offers potential for intensification for housing.	

<p>Site requirements and development guidelines:</p>	<p>Design considerations must avoid privacy issues with neighbouring housing and mitigate noise impact from the adjacent railway line. The location and elongated shape of the site may pose issues with access. The impact of the loss of trees and other vegetation must be mitigated. The Council has granted planning permission for the redevelopment of the southern part of the site (ref: 19/4293/FUL) <u>which is under construction</u>. Land to the north of Station Approach is a longer-term development opportunity, dependant on provision of satisfactory access for pedestrians, cyclists and vehicles. This may require significant redesign of one of the station entrances to the western side of the bridge link at the station. Access is narrow and relatively isolated and dark at night, raising issues of security that must be considered and addressed through drawing on the principles of ‘Secured by Design’.</p> <p><u>The current constraints on the northern parcel of the site including absence of a suitable existing access, the potential loss of mature trees and irregular shape of the site in close proximity to the railway line, necessitates a cautious approach to any uplift beyond the existing planning permission. Accordingly, the minimum indicative residential site capacity is 86 units in accordance with the planning permission which is under construction. Any uplift would be dependent on a design-led approach for an appropriate development of the northern parcel that suitably overcomes the site constraints identified above.</u></p> <p>Noise mitigation must be provided with regards to the adjacent Northern Line which runs through the night on Friday and Saturday.</p> <p><u>Any development of the land must seek to retain important wildlife habitats and trees to protect existing site ecology. Proposals must make the fullest contributions to enhancing and/or creating biodiversity in accordance with Policies CDH07 and ECC06 of the Local Plan.</u></p> <p><u>This site lies on the Strategic Walking Network and therefore development proposals should take the opportunity to ensure effective connectivity to this network.</u></p> <p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application.</p>
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MM 137	Site 57	309-319 Ballards Lane		
Site No. 57	309-319 Ballards Lane (<u>Key Opportunity Site 2</u>) (North Finchley Town Centre)			
Site Address:	309-319 Ballards Lane, North Finchley, N12 8LY			
Map and Image retained as submitted	Ward:	West Finchley		Map and Image retained as submitted
	PTAL 2019:	3		
	PTAL 2031:	4		
	Site Size:	0.40 ha		
	Ownership:	Private		
	Site source:	North Finchley SPD		
	Context type:	Central <u>Urban</u>		
	Existing or most recent site use/s:	Retail and office		
	Development timeframe:	6-10 years		
	Planning designations:	Town Centre		
Relevant planning applications:	None			

	Site description:	The site is within North Finchley Town Centre and fronts onto Ballards Lane. The 4-5 storey buildings are set back from the highway boundary with car parking to the front and rear and are largely in office use. Opposite is the Tally Ho Triangle site, which includes the Arts Depot and to 11 storey residential building. The West Finchley and Woodside Park stations are within 1km.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):		80% residential floorspace with 20% commercial and community uses <u>Residential led mixed use development with commercial and community uses.</u>
	Indicative residential capacity:		130 <u>83 residential units</u>
	Justification:	This accessible town centre site was identified for intensification in the North Finchley SPD	

Site requirements and development guidelines:	<p>Proposals should include town centre uses of retail, office and community, with residential above. The accessible location and surrounding townscape underpin a relatively high density of redevelopment, while being sensitive to the adjacent United Services Club and Finchley War Memorial, as well as the low-rise residential properties to the rear. Refer to the North Finchley SPD for further guidance. Proposals must take into consideration that that a critical Thames Water trunk sewer runs through or close to this site.</p> <p><u>Consistent with the requirements of Policy CDH04, tall buildings may be appropriate. However, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided in the Designing for Density SPD.</u></p> <p><u>Any proposed uplifts in dwelling numbers are required to demonstrate acceptability of a design-led approach in accordance with London Plan Policy D3.</u></p>		
MM 138	Site 58	811 High Rd & Lodge Lane Car Park	
Site No. 58	811 High Rd & Lodge Lane Car Park (<u>Key Opportunity Site 6</u>) (North Finchley Town Centre)		
Site Address:	811 High Rd & Lodge Lane, North Finchley, N12 8JT		
Map and Image retained as submitted	Ward:	West Finchley	Map and Image retained as submitted
	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	0.73 ha	
	Ownership:	Mixed Council and private	
	Site source:	North Finchley SPD	

	Context type:	Urban	
Existing or most recent site use/s:	Public car park retail and office		
Development timeframe:	0-5 <u>6-10</u> years		
Planning designations:	Town Centre		
Relevant planning applications:	None		
	Site description:	The site is within North Finchley Town Centre and includes a Primary Shopping Frontage. To the front is a 3-storey 1960s building with retail and office use, while to the rear is a large Council-owned public car park (232 spaces). Surrounding 2-3 storey high street buildings include town centre uses. Beyond the rear of the site is a primary school with outdoor sports areas and 2-3 storey housing, including the locally listed 45-53 Lodge Lane terrace. Woodside Park Station is within 600m.	
Applicable Draft Local Plan policies:	GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, EGY01, EGY02, EGY03, ECC02, TRC01, TRC03		

		Proposed uses/ allocation (as a proportion of floorspace):	70% residential floorspace with 30% commercial town centre uses and replacement public car parking <u>Residential led mixed use development with commercial town centre uses and if necessary, re-provision of public car parking.</u>	
		Indicative residential capacity:	132 <u>dwellings.</u>	
		Justification:	This accessible town centre site was <u>is</u> identified for intensification in the North Finchley SPD.	
Site requirements and development guidelines:	<p>Proposals should include town centre uses such as retail and office, with residential above. The accessible location and surrounding townscape can underpin a relatively high density of redevelopment, although proposals must be sensitive to the context. Further guidance is provided by the North Finchley Town Centre SPD.</p> <p><u>Consistent with the requirements of Policy CDH04, tall buildings may be appropriate. However, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u></p> <p><u>Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u></p>			
MM 139	Site 59	Central House, 7-9 Ballards Lane & 9a Albert Place		
Site No. 59	Central House, <u>7-9 Ballards Lane & 9a Albert Place</u> (Finchley Central Town Centre)			
Site Address:	1 Ballards Lane, Finchley N3 1UX			
		Ward:	West Finchley	Image retained as submitted

Map and Image retained as submitted	PTAL 2019:	5	
	PTAL 2031:	6	
	Site Size:	0.15 ha	
	Ownership:	Private	
	Site source:	Call for sites, Finchley Church End Town Centre Strategy	
	Context type:	Central <u>Urban</u>	
	Existing or most recent site use/s:	Retail and office	
	Development timeframe:	0-5 <u>6-10</u> years	
	Planning designations:	Town Centre; Archaeological Priority Area	
	Relevant planning applications:	16/3722/PNO (approved) conversion to 42 flats.	

	Site description:	The site is a nine-storey office building within Finchley Central Town Centre with a Primary Frontage along Ballard's Lane. Surrounding buildings are largely retail and office and not more than 3-storeys. The site is close to Finchley Central Station.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, EGY01, EGY02, EGY03, ECC02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	80% residential with 20% commercial uses floorspace. <u>Residential led mixed use development with commercial uses.</u>	
	Indicative residential capacity:	48 <u>Minimum 42 dwellings.</u>	
	Justification:	This highly accessible town centre location is identified in the Finchley Church End and Town Centre Strategy	

Site requirements and development guidelines:	<p>High public transport accessibility and access to town centre services support a relatively high density of development. An attractive, active frontage with town centre uses should be provided on the ground floor. Prior approval (16/3722/PNO) was granted for 4&2 units. The site is within an Archaeological Priority Area and proposals must be subject to an archaeological assessment. For further information refer to the Finchley Church End Town Centre Strategy.</p> <p><u>Consistent with Policy CDH04, tall buildings may be appropriate. However, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u></p> <p><u>If redevelopment rather than conversion is pursued a design-led approach should seek to conserve or enhance the settings of the Grade II listed cattle trough at the junction of Ballards Lane, and Finchley Church End Conservation Area.</u></p>		
MM 140	Site 60	Finchley House	
Site No. 60	Finchley House (Key <u>Opportunity</u> Site 3) (North Finchley Town Centre)		
Site Address:	High Road & Kingsway North Finchley N12 0BT		
Map and Image retained as submitted	Ward:	West Finchley	Image retained as submitted
	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	0.62 ha	
	Ownership:	Private	
	Site source:	North Finchley SPD	

	Context type:	Central <u>Urban</u>	
	Existing or most recent site use/s:	Offices and residential	
	Development timeframe:	0-5 <u>6-10</u> years	
	Planning designations:	Town Centre	
	Relevant planning applications:	17/6746/PNO (approved) conversion to 63 residential units; 18/0782/FUL (2 storey extension for 9 residential units)	
	Site description:	A corner site within North Finchley Town Centre. A 9-storey 1970s office building fronts onto the Kingsway, while the frontage onto the Great North Road is a terrace of Victorian 2-storey buildings in office and residential use. The Tally Ho Triangle is opposite, which includes the Arts Depot and 11-storey residential. To the rear is 2-3 storey housing. West Finchley and Woodside Park Stations are within 1km.	

		Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, EGY01, EGY02, EGY03, ECC02, TRC01, TRC03
		Proposed uses/ allocation (as a proportion of floorspace)	80% residential floorspace with 20% community and community use floorspace <u>Residential led mixed use development with commercial and community uses.</u>
		Indicative residential capacity:	202 <u>128 dwellings.</u>
		Justification:	This accessible town centre site was identified for intensification in the North Finchley SPD.
Site requirements and development guidelines:	<p>Proposals should include town centre uses of retail, office and community, with residential above. The ground floor frontage should accommodate active town centre uses and be designed to create a pedestrian-friendly environment. The high accessibility to public transport and local services would support a relatively high density of redevelopment. Design must be sensitive to surrounding low-rise residential properties. For further guidance refer to the North Finchley SPD.</p> <p><u>Consistent with Policy CDH04, tall buildings may be appropriate. However, all tall building proposals as part of a design led approach will be subject to a detailed assessment of how the proposed building relates to its surroundings, responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u></p>		
MM 141	Site 61	Tally Ho Triangle	
Site No. 61	Tally Ho Triangle (Key <u>Opportunity</u> Site 1) (North Finchley Town Centre)		
Site Address:	High Rd, Ballard's Lane & Kingsway, North Finchley, N12 0GA/ 0GP		

Map and Image retained as submitted	Ward:	West Finchley	Image retained as submitted
	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	0.99 ha	
	Ownership:	Mixed _ Council/ TfL / private	
	Site source:	North Finchley SPD	
	Context type:	Central <u>Urban</u>	
	Existing or most recent site use/s:	Retail, office, arts centre, bus station, public car parking, residential and community facilities	
	Development timeframe:	6-10 years	
	Planning designations:	Town Centre	
Relevant planning applications:	None		

	Site description:	The site is within North Finchley Town Centre. Nether Street splits the site, with the northern segment mostly in retail and office use within buildings of 3-4 storeys. The southern segment includes an arts centre, bus station, public car parking, and office and retail uses, with building heights from 3/4 storeys to a tower of 11 storeys of residential. The site is surrounded by main roads and town centre uses. Adjacent to the north is the locally listed Tally Ho public house. The West Finchley and Woodside Park Stations are within 1km.
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, EGY01, EGY02, EGY03, ECC02, TRG01, TRG03
	Proposed uses/ allocation (as a proportion of floorspace):	70% residential floorspace with 30% commercial (office and retail), community leisure, transport and public car parking <u>Residential led mixed use development with commercial town centre uses, community, leisure, transport infrastructure and public car parking.</u>
	Indicative residential capacity:	281 <u>205 dwellings</u>
	Justification:	This accessible town centre site was <u>is</u> identified for intensification in the North Finchley SPD

Site requirements and development guidelines:	<p>The accessible location and townscape context support a high density of redevelopment. Town centre uses must be retained with ground floor frontages accommodating active uses. The northern segment of the site could increase its offering of uses such as cafes, restaurants and retail at ground level, with employment and residential above. Taller buildings should be focused on the southern part of the site. Public car parking requirements must be assessed, and mitigation provided to encourage the use of public transport and active transport modes. For further guidance refer to the North Finchley Town Centre SPD.</p> <p><u>Consistent with the requirements of Policy CDH04, tall buildings may be appropriate. However, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u></p> <p><u>Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u></p> <p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application.</p>		
MM 142	Site 62	Tesco Finchley	
Site No. 62	Tesco Finchley (Finchley Central Town Centre)		
Site Address:	21-29 Ballard's Lane, Finchley, N3 1XP		
Map and Image retained as submitted	Ward:	West Finchley	Image retained as submitted
	PTAL 2019:	4	
	PTAL 2031:	5	
	Site Size:	0.85 ha	

Ownership:	Private
Site source:	Finchley Church End Town Centre Strategy
Context type:	Urban
Existing or most recent site use/s:	Supermarket with associated car parking and office uses
Development timeframe:	0-5 years <u>6-10 years</u>
Planning designations:	Town Centre; Archaeological Priority Area
Relevant planning applications:	None

Site description:	A modern 3-storey building with a large supermarket on the ground floor and offices on the upper floors, with associated car parking to the rear. The street separating the main building from the car park is within the curtilage. The site is within Finchley Central Town Centre and has a Primary Frontage along Ballard's Lane. Surrounding buildings are largely retail and office and not more than 3-storeys. The site is close to Finchley Central Station.	
Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03	
Proposed uses/ allocation (as a proportion of floorspace):	75% residential floorspace with 25% commercial town centre uses and car parking <u>Residential led mixed use development with commercial town centre uses and car parking.</u>	
Indicative residential capacity:	170 <u>dwellings.</u>	
Justification:	The town centre location is highly accessible by public transport and can be intensified to deliver town centre and residential uses.	

Site requirements and development guidelines:	<p>High accessibility to public transport and local services, and the tall buildings location, mean this site should support a relatively high density of development, while being mindful of the surrounding context, including low-rise residential properties to the north</p> <p>An attractive, active frontage with town centre uses should be provided on the ground floor. car parking requirements should be assessed, and mitigation provided to encourage the use of public transport and active transport modes. <u>Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u> The site is within an Archaeological Priority Area and must be subject to an archaeological assessment. For further information refer to the Finchley Church End Town Centre Strategy.</p> <p><u>Consistent with the requirements of Policy CDH04, tall buildings may be appropriate. However, such proposals should be concentrated on the frontage of Ballards Lane. Development towards the rear where there are low-rise residential development should be graded in height to reflect and respect the clear transition to the domestic scale character and context of The Grove. Tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u></p> <p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application.</p> <p><u>For further information refer to the Finchley Church End Town Centre Strategy (Opportunity Site 8).</u></p>
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MM 143	Site 63	Philex House
Site No. 63	Philex House (Major Thoroughfare)	
Site Address:	110-124 West Hendon Broadway, West Hendon, NW9 7DW	

Map and Image retained as submitted	Ward:	West Hendon	Image retained as submitted
	PTAL 2019:	3	
	PTAL 2031:	3	
	Site Size:	0.28 ha	
	Ownership:	Private	
	Site source:	Unimplemented 2006 UDP proposal	
	Context type:	Urban	
	Existing or most recent site use/s:	Office	
	Development timeframe:	0-5 years <u>6-10 years</u>	
	Planning designations:	None	
	Relevant planning applications:	Ref no: 16/3265/PNO (approved <u>but expired</u>) conversion to 22 residential units.	

	Site description:	A disused office building on West Hendon Broadway/ A5. The building is set back and elevated from the street, with a driveway/ parking surrounding the building. The 3-storey building is of a Modernist style, however, it is not listed. A mobile phone mast is on the roof. The site backs onto the Midland Railway, with the M1 immediately beyond. To the south are light industrial uses, with terraced housing to the north. Opposite are light industrial units and new residential blocks. Numerous bus routes run along the A5.	
	Applicable Draft Local Plan policies:	GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, CHW01, CHW02, ECC02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	Residential	
	Indicative residential capacity:	48 <u>Minimum 22 dwellings</u>	
	Justification:	The derelict site can be brought back into use and intensified to deliver housing.	
Site requirements and development guidelines:	<p>The site is suitable for residential redevelopment. Under 16/3265/PNO prior approval was granted for 22 units. Proposals must mitigate the air pollution and noise from surrounding major roads and railway. Preferably the current building with its architectural features should be preserved, with new development of a consistent style. The site lies on the possible route of Watling Street, a Roman Road, and should be subject to an archaeological assessment.</p> <p><u>Should redevelopment rather than conversion be justified and pursued, a design-led approach in accordance with London Plan Policy D3 will be required.</u></p>		

MM 144	Site 64	744-776 High Rd		
Site No. 64	744-776 High Rd (<u>Key Opportunity Site 5</u>) (North Finchley Town Centre)			
Site Address:	744-776 High Rd, North Finchley, N12 9QG			
Map and Image retained as submitted	Ward:	Woodhouse		Image retained as submitted
	PTAL 2019:	4		
	PTAL 2031:	4		
	Site Size:	0.54 ha		
	Ownership:	Mixed Council and private		
	Site source:	North Finchley SPD		
	Context type:	Central <u>Urban</u>		
	Existing or most recent site use/s:	Retail, restaurants, residential and public car park		
	Development timeframe:	6-10 years		
	Planning designations:	Town Centre		

	Relevant planning applications:	None	
	Site description:	The site is central to North Finchley Town Centre and includes Primary Shopping Frontage. The buildings are mostly 3-storeys ranging in age and style from late Victorian to 1950s. A small public car park is at the rear of the site. The context is of largely similar town centre uses and building types. To the rear of the site is a mix of office uses and 2-3 storey housing. Woodside Park Station is within approximately 800m.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	80% residential floorspace with 20% commercial town centre uses <u>Residential led mixed use development with commercial town centre uses.</u>	
	Indicative residential capacity:	175 <u>112 dwellings.</u>	
	Justification:	This accessible town centre site was identified for intensification in the North Finchley SPD	

Site requirements and development guidelines:	<p>Proposals should include active ground floor frontages with town centre commercial uses, with residential above. The accessible location and surrounding townscape underpin a relatively high density of redevelopment, while proposals must be sensitive to the context of adjacent town centre buildings and residential properties <u>and the retention of the Bohemia pub and 760 High Road (formerly the Santander Bank) buildings within the site that make a positive contribution to townscape quality.</u> The redeveloped buildings should match the height of those retained along the High Road, with the potential for upper level residential development to be stepped back from the frontage with total building height not exceeding six storeys. Development should respond to the sensitive edges on the eastern part of the site, where heights should not exceed three storeys. For further guidance refer to the North Finchley SPD.</p> <p><u>Consistent with the requirements of Policy CDH04, tall buildings may be appropriate. However, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings, responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u></p> <p><u>Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12. The loss of public car parking must be assessed, and mitigation provided to encourage the use of public transport and active transport modes as required.</u></p>		
MM 145	Site 65	Barnet Mortuary (former)	
Site No. 65	Barnet Mortuary (former) (Major Thoroughfare)		
Site Address:	Dolman Close Finchley N3 2EU		
Map and Image retained as submitted	Ward:	West Finchley	Image retained as submitted
	PTAL 2019:	1B	
	PTAL 2031:	1B	

Site Size:	0.25 ha
Ownership:	Council
Site source:	Council assets disposal programme
Context type:	Urban
Existing or most recent site use/s:	Storage
Development timeframe:	0-5 years
Planning designations:	None
Relevant planning applications:	None <u>22/3385 FUL (60 flats) (approved).</u>

	Site description:	A disused mortuary and grounds which is adjacent to the North Circular Road. To the north and west are low-rise semi-detached and terraced residences, while to the east are the grounds of Tudor Primary School.
	Applicable Draft Local Plan policies:	GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, ECC06, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	Residential

		Indicative residential capacity:	20 <u>Minimum 60 dwellings</u>
		Justification:	The disused site lies in a residential area and can be redeveloped and intensified for residential uses.
Site requirements and development guidelines:	Development must take into consideration the effect of noise and air pollution from the adjacent North Circular Road. Building height needs to be compatible with adjoining residential development. Development should <u>have regard to meet</u> the requirements of GSS11 Major Thoroughfares.		
MM 146	Site 66	East Wing	
Site No. 66	East Wing (Key <u>Opportunity</u> Site 4) (North Finchley Town Centre)		
Site Address:	672-708 High Rd North Finchley N12 9PT/ 9QL		
Map and Image retained as submitted		Ward:	Woodhouse
		PTAL 2019:	3
		PTAL 2031:	4
		Site Size:	0.44 ha
		Ownership:	Private
		Site source:	North Finchley SPD
		Context type:	Central <u>Urban</u>
			Image retained as submitted

	Existing or most recent site use/s:	Retail, office and residential	
	Development timeframe:	6-10 years.	
	Planning designations:	Town Centre Local listing	
	Relevant planning applications:	15/06414/FUL (approved) conversion to 21 flats	
	Site description:	The site is within the North Finchley Town Centre and includes Primary Shopping Frontage. The buildings are mostly 3-storeys ranging from late Victorian to 1960s, with retail and office uses on ground floor and residential above. Opposite is the Tally Ho Triangle site, which includes the Arts Depot and 11-storey residential building. Office uses and 2-3 storey housing adjoin to the rear. West Finchley and Woodside Park stations are within 1km.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	70% residential floorspace with 30% town centre commercial and cultural uses <u>Residential led mixed use development with commercial town centre and cultural uses.</u>	

		Indicative residential capacity:	425–80 dwellings
		Justification:	This accessible town centre site was identified for intensification in the North Finchley SPD.
Site requirements and development guidelines:	<p><u>Consistent with Policy CDH04, tall buildings may be appropriate. However, all tall building proposals will be subject to a detailed assessment of how the proposed building relates to its surroundings responds to topography, contributes to character, relates to public realm, natural environment and digital connectivity. Further guidance will be provided by the Designing for Density SPD.</u></p> <p>Proposals should include an active ground floor frontage with town centre commercial uses such as retail and office space, with residential above. The accessible location and town centre context underpin a relatively high density. The curved Sea Rock façade at the junction of the High Road and Woodhouse Road is on the Local List and should be retained as a local landmark. Development should be sensitive to and consistent with the existing and retained buildings, with height on the High Road matching the height of the retained buildings as a guide. Where floors above this level are added, these need to be set back from the building line. <u>Higher buildings eights of up to six storeys</u> may be appropriate in the south-eastern corner of the site, if set back from the existing High Road building line. For further guidance refer to the North Finchley Town Centre SPD. Proposals must take into consideration that that a critical Thames Water trunk sewer runs through or close to this site.</p>		
MM 147	Site 67	Great North Leisure Park	
Site No. 67	Great North Leisure Park (Major Thoroughfare)		
Site Address:	High Rd, Friern Barnet, N12 0GL		
Map and Image retained as submitted		Ward:	Woodhouse
		PTAL 2019:	1B
		PTAL 2031:	2
Image retained as submitted			

	Site Size:	3.45 ha	
	Ownership:	Mixed	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Cinema, bowling, leisure/ sports centre with lido, restaurants and extensive car parking	
	Development timeframe:	6-10 years	
	Planning designations:	None	
	Relevant planning applications:	None	
	Site description:	This is an out-of-town-centre, car-centric leisure park. This site includes a cinema, bowling alley and ancillary restaurants with extensive car parking, as well as Finchley Lido Leisure Centre. It is close to a major junction of the Great North Road and North Circular Road (A406) and is adjacent to Metropolitan Open Land, a Local Nature Reserve and Site of Importance for Nature Conservation.	

	Applicable Draft Local Plan policies:	GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW01 CHW02, ECC05, ECC06, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	60% residential floorspace with 40% commercial, leisure and community uses <u>Residential led mixed use development with commercial, leisure and community uses.</u>
	Indicative residential capacity:	<u>Minimum 352 dwellings.</u>
	Justification:	The low density nature of the existing site, including large areas of surface parking, provide an opportunity for intensification that includes residential as well as existing leisure uses.

<p>Site requirements and development guidelines:</p>	<p>There is potential for comprehensive or infill residential development utilising space released by existing surface car parking, allowing better integration into the surrounding residential environment for more efficient and sustainable use of space. There should be no additional floorspace of leisure and commercial floorspace in use for restaurants and cafes and sui generis take away uses, which should be located in town centres.</p> <p>Proposals must reflect the context of a major thoroughfare and respond to the adjacent MOL. Further Masterplanning will be required in the event of comprehensive redevelopment. Due to the low PTAL, proposals should include measures that contribute towards modal shift away from private car use to more sustainable means of transport. <u>Proposals for redevelopment of car parking spaces must meet the requirements of TRC03 and have regard to Policy GSS12.</u></p> <p><u>The 352 dwelling residential capacity of the site is an indicative minimum figure expected. To optimise the use of land significant uplifts may be supported subject to a design-led approach in accordance with London Plan Policy D3, that takes into account the reduction in main town centre uses, surrounding context plus other material and planning policy requirements.</u></p> <p><u>This site lies on the Strategic Walking Network and development proposals should take the opportunity to ensure effective connectivity to this network.</u></p>
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ⁱ West London SHMA

ⁱⁱ This SPD will replace two existing SPDs on Residential Design Guidance and Sustainable Design and Construction

ⁱⁱⁱ Annual Regeneration Report 2018/19

^{iv} Annual Regeneration Report 2018/19

^v Barnet's Employment Land Review

^{vi} Planning permission will no longer be required to move between retail, professional services, restaurants/cafes, offices (including research and development facilities and light industrial uses), clinics, health centres, creches, day nurseries, day centres, gyms, and most indoor recreation facilities. Previously these were all separate use classes but now all fall within the new Class E.

^{vii} Better homes for local people, Mayor of London, 2018

^{viii} <https://www.gov.uk/government/publications/coronavirus-covid-19-maintaining-educational-provision/guidance-for-schools-colleges-and-local-authorities-on-maintaining-educational-provision>

^{ix} <https://www.barnet.gov.uk/planning-and-building/planning-policies/local-plan-review/authorities-monitoring-report>

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- x London Plan Table 3.1 – Minimum space standards for new dwellings
- xi Barnet’s Employment Land Survey highlights the number of microbusinesses operating from residential premises
- xii <https://www.barnet.gov.uk/planning-and-building/planning-policies-and-local-plan/employment-use-residential-use-article-4>
- xiii Barnet SHMA 2018 – Figure 35
- xiv Barnet SHMA 2018 Figure 36
- [i] Barnet Residential Conversions Study 2019
- xv London Plan Table 3.1 – Minimum space standards for new dwellings
- xvi Barnet SHMA 2018 Figure 44
- xvii As at November 2019 there were 80 entries on Barnet’s Self-Build Register. This compares with an Objectively Assessed Need of 3,060 new homes per annum.
- xviii a use that is solely employment generating use for the equivalent of 2FTE and does not invoke the Agent of Change Principle.
- xix Valuation Office Agency Statistical Release 8 December 2016: Non-domestic rating: Business Floorspace England and Wales: Table FS3.3: Office sector - total floorspace¹, by administrative area, data to 31 March 2016.
- xx <https://www.barnet.gov.uk/planning-and-building/planning-policies-and-local-plan/employment-use-residential-use-article-4>
- xxi Sustainable Transport Strategy – London Strategy, Journeys originating in Barnet – modes of transport 14/15-16/17
- xxii <http://content.tfl.gov.uk/ulez-boundary-map-from-25-october-2021.pdf>
- xxiii Department of Transport – Road Casualties by Severity - London Datastore
- xxiv London Plan – Table 10.2 – Minimum cycle parking standards
- xxv London Plan – Figure 10.2 – Area where higher minimum cycle parking standards apply