

# Core Strategy – Direction of Travel



## Development Plan Document

November 2009



## Local Development Framework

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# 1 Introduction

## 1.1 What are the LDF and the Core Strategy?

- 1.1.1 The Local Development Framework (LDF) will replace the Unitary Development Plan (UDP) (adopted May 2006). It will embody spatial planning – the practice of ‘place shaping’ to deliver positive social, economic and environmental outcomes and provide the overarching local policy framework for delivering sustainable development in Barnet. The LDF is described as a ‘folder’ of separate documents, the most important of which is the Core Strategy. This will contain the ‘vision’ for the LDF and the most fundamental, cross-cutting objectives and policies that the local authority and its partners will seek to deliver.
- 1.1.2 Barnet’s LDF will primarily consist of a suite of Development Plan Documents (DPD’s) and Supplementary Planning Documents (SPDs) :
- the Core Strategy DPD setting out the vision, objectives and related strategic policies;
  - the Site Allocations DPD identifying future sites for development;
  - the Development Management Policies DPD which sets out policy framework for decision making on planning applications;
  - the Mill Hill East Area Action Plan DPD (adopted January 2009);
  - the emerging Colindale Area Action Plan DPD (Examination in Public - November 2009);
  - the emerging North London Waste Plan DPD (preferred options October 2009);
  - a suite of ‘supplementary planning documents’ and ‘design guidance notes’ which provide more detailed guidance on determining planning applications and S106 requirements;
  - the Local Development Scheme for Barnet which sets out the timetable for the above documents;
  - the Statement of Community Involvement which sets out the principles on how Barnet will consult with the community; and
  - the Annual Monitoring Report which assesses the performance of the LDF and identifies significant trends affecting Barnet.
- 1.1.3 Government policy towards spatial planning is contained in Planning Policy Statement 1 – Delivering Sustainable Development and is further amplified in other Planning Policy Statements. We must take account of government guidance, for example, the requirement to meet local and regional housing needs. If a local interpretation of national planning policy is proposed, this must be justified. It is not necessary for the Core Strategy to repeat either national or London Plan policy.

## 1.2 Purpose of Barnet’s Core Strategy

- 1.2.1 The Core Strategy will contribute to achieving the vision and objectives of Barnet’s Sustainable Community Strategy and will help our partners and other organisations to deliver relevant parts of their programmes. It will cover the physical aspects of location and land use traditionally covered by planning. It also addresses other factors that make places attractive and distinctive as well as sustainable and



successful. It will help to shape the kind of place that Barnet will be in the future, balancing the needs of residents, businesses and future generations.

- 1.2.2 The Core Strategy should also accord with strategies and programmes which are the product of partnership working with members of Barnet's Local Strategic Partnership (Barnet College, Barnet Voluntary Service Council, Metropolitan Police, Middlesex University and NHS Barnet). The Core Strategy should not conflict unnecessarily with the plans of neighbouring London boroughs and adjacent local authorities in Hertfordshire.
- 1.2.3 The Core Strategy must also be shown to be viable and flexible so as to allow for future changes in circumstances, including different policy frameworks or changes to the local, regional or national economy. This is important as the current economic climate presents significant challenges for place shaping. When investment in house building and job creation starts to flow again the Core Strategy will provide the framework and certainty that will attract capital investment to Barnet allowing us to guide and steer investment in ways that the community has signed up to.
- 1.2.4 In 2008 we asked for your views on the key issues and challenges facing Barnet for the next 15 years and the 80 proposed options for dealing with them. In response we received 23,000 comments from nearly 500 individual respondents. We have considered these and together with the background evidence, the sustainability appraisal (see below), the London Plan and the implications of its current review, the national planning framework provided by Planning Policy Statements/Guidance (both emerging and adopted) we have produced the Core Strategy - Direction of Travel.

### 1.3 Relationship of Barnet's Core Strategy to Area Action Plans for Colindale and Mill Hill East

- 1.3.1 The London Plan has identified Colindale as an Opportunity Area with a minimum target of 10,000 homes and 500 jobs delivered between 2001 and 2026. Opportunity Areas have been identified in the London Plan on the basis that they are capable of accommodating substantial amounts of new jobs or homes and their potential should be maximised. The London Plan has also identified Mill Hill East as an Area for Intensification with a minimum target of 3,500 homes and 500 jobs delivered between 2001 and 2026.
- 1.3.2 In order to support early delivery of housing, we decided, in agreement with advice from the Greater London Authority (GLA) and Government Office for London, to prepare both the Colindale and Mill Hill East Area Action Plans ahead of this borough-wide Core Strategy.
- 1.3.3 In common with the Core Strategy the AAPs have been prepared in the full light of Barnet's place shaping and corporate regeneration strategy, the 'Three Strands Approach'. With the London Plan providing the regional spatial strategy for both the AAPs and the Core Strategy, both have been prepared within the same strategic and corporate policy context which will ensure conformity and consistency.

### 1.4 Relationship of Barnet's Core Strategy to Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework

- 1.4.1 The London Plan identifies Brent Cross Cricklewood as an Opportunity Area with a minimum target of 20,000 jobs and 10,000 homes delivered between 2001 and 2026. In December 2005 together with the Mayor for London we adopted the Cricklewood, Brent Cross and West Hendon Regeneration Area Development

Framework as Supplementary Planning Guidance. This Development Framework was produced in collaboration with the GLA, other stakeholders and the Brent Cross Cricklewood Development Partners. The Development Framework, which is highlighted in the London Plan, was produced to guide and inform design and delivery of development with the aim of achieving high quality comprehensive redevelopment of the area around a new sustainable mixed use town centre spanning the North Circular Road.

- 1.4.2 A partnership of key landowners and developers (Brent Cross - Cricklewood Development Partners) submitted in March 2008 an outline planning application for the comprehensive regeneration of the area. This has included extensive pre and post application consultation with the Council and its partners, the GLA, Transport for London, the Highways Agency, the Environment Agency and other agencies and stakeholders including the local community.

## 2 The strategic context for Barnet

### 2.1 Barnet's Sustainable Community Strategy 2008 - 2018 - Barnet - a successful city-suburb

2.1.1 The Local Strategic Partnership has revised the borough's Sustainable Community Strategy (SCS) for the period 2008 to 2018. The Sustainable Community Strategy 2008 - 2018 sets out the strategic vision for Barnet as a place and provides the vehicle for considering and deciding how to address difficult cross-cutting issues such as maintaining the quality of life that makes the borough an attractive place to live. The four SCS themes inform the Core Strategy:

- growing successfully;
- safer, stronger and cleaner Barnet;
- investing in children and young people; and
- healthier Barnet (including older people).

2.1.2 Our spatial vision as a successful city-suburb in a successful London is highlighted in Barnet's Sustainable Community Strategy and delivered through the Local Area Agreement (LAA). Table 1 sets out how the four themes and eighteen ambitions of the SCS are reflected in the Core Strategy - Direction of Travel.

### 2.2 Barnet's Local Area Agreement

2.2.1 The Local Area Agreement (LAA) sets out improvement targets for the priorities of a local area. The Council and its public sector partners are under a duty to co-operate to agree LAA targets and have regard to them in exercising day to day functions. A total of 35 LAA targets have been selected from a set of 198 National Indicators to reflect Barnet's priorities of 'driving success' and 'tackling disadvantage'. Barnet's LAA runs until March 2011.

### 2.3 Three strands approach

2.3.1 The Council and its partners have a prominent role in place-shaping and Barnet's spatial development priorities are currently defined in the innovative Three Strands Approach to planning, development and regeneration. The purpose of the Core Strategy is to guide the growth identified in the borough to ensure that the qualities that make Barnet an attractive place to live are maintained and enhanced. Three Strands provides the spatial vision that underpins the Core Strategy and the Local Development Framework. The three strands are:

- **Strand 1.** Absolute protection of the Green Belt, Metropolitan Open Land and other valued open space from inappropriate development.
- **Strand 2.** Enhancement and protection of Barnet's suburbs, town centres and historic areas.
- **Strand 3.** Growth that is sustainable so as to achieve successful regeneration and high quality development.

2.3.2 The Core Strategy sets out the major areas across the borough where development and regeneration is expected and the policies developed for them.

2.3.3 The Three Strands Approach allows for growth in housing and employment to be accommodated within Barnet's existing built up area. It concentrates new development in the most accessible locations around public transport nodes and



town centres where social and physical infrastructure is to be improved. This broad approach can meet the sustainable design principles for a compact city in making the best use of development sites, respecting the local character of the built and green environment, providing for a mix of uses, being safe, attractive and accessible to all users. It can also contribute to the adaptation to and mitigation of the effects of climate change. Most importantly, the green belt and the one-third of the borough that comprises green open spaces, is protected from future urbanisation and development to ensure a high quality suburb.

## 2.4 Barnet's Corporate Plan

- 2.4.1 The Council's Corporate Plan which is updated annually sets out our priorities and a work programme for the year ahead. It forms part of a wider partnership to ensure Barnet excels as a successful city suburb. The Corporate Plan supports the themes and ambitions of the Sustainable Community Strategy and highlights the priority objective of progressing the LDF in order to help shape Barnet as a successful city suburb.
- 2.4.2 The 2009/10 Corporate Plan contains six priority outcomes:
- a bright future for children and young people;
  - clean, green and safe;
  - promoting independence;
  - strong and healthy;
  - a successful city-suburb; and
  - more choice, better value.
- 2.4.3 All six priorities in the Corporate Plan 2009/10 to 2012/13 are embedded within the Core Strategy.
- In providing a bright future for children and young people the Core Strategy addresses spatial aspects of our programme for improvements to the schools estate, provision of children's centres and commissioning of youth services.
  - In meeting the clean green and safe priority it sets out how we can conserve natural resources and reduce carbon emissions. It emphasises that reducing need to travel is our first priority in improving movement around Barnet. In making Barnet a safer place we address the need to make town centres places which engender civic pride.
  - In helping to promote independence and to support vulnerable adults it promotes increased housing choice including extra care housing and the need for lifetime homes.
  - In order to keep Barnet strong and healthy the Core Strategy sets out policy on improving delivery of clinical care as well as highlighting the role of planning in targeting unhealthy lifestyles and addressing health inequalities.
  - In supporting a successful city suburb it sets out distribution of growth in regeneration schemes in the North West London Luton Corridor and through a programme of town centre frameworks. The emerging Infrastructure Delivery Plan will set out the physical, social and green infrastructure required for the proposed growth, who will provide it and when it will be provided.
  - In providing more choice, better value the Core Strategy sets out the need to make more efficient use of community facilities in order to improve service

delivery. Further integration of services such as libraries and children's centres in 'hubs' is highlighted as the way forward.

## 2.5 Other Barnet strategies and plans

- 2.5.1 The Core Strategy also reflects the spatial dimensions of the Children and Young People's Plan, Older Adults Strategy, Housing Strategy, Health and Well-being Framework and the Safer Communities Strategy. These policies, programmes and strategies have all been considered as important markers in the development of the Core Strategy and form part of the evidence base.

## 2.6 Barnet - voice of the suburbs

- 2.6.1 Barnet has been a key player in researching and developing national, regional and local policy on successful city-suburbs and their key role in the wider city economy. Barnet has led the thinking on a range of suburban issues in London. Working with the Leadership Centre for Local Government the "Successful Suburbs" report was published in May 2007. This highlights the strengths of the suburbs, including the relatively high quality of the suburban environment, high skills level and the generally high quality of life.
- 2.6.2 Barnet has also contributed to the London Council's report "Successful Suburbs – the Case for Investment in London's Suburban Communities" published in March 2009. This highlighted that the case for investment in our suburbs is not a case for the movement of existing investment from inner priority areas to outer London; it is about unlocking the potential of suburbs to contribute more to the performance of the capital as a whole. The Successful Suburbs Report identified unlocking the potential of the following for investment:
- Revitalising economic activity in the suburbs - particularly the focus on improving town centres;
  - Investing in infrastructure to meet a changing and growing population - particularly the investment in community and health facilities and in transport;
  - Reducing the suburb's carbon footprint through, in particular, focussing on behaviour change.

These priorities are reflected throughout our Core Strategy – Direction of Travel.

## 2.7 London Plan

- 2.7.1 The London Plan (Consolidated with Alterations since 2004), published in February 2008, provides the London-wide context for borough planning policies. Officially it is the statutory development plan for the borough and the starting point for decisions on planning applications. The Core Strategy must have cognisance of this strategic background and be in general conformity with it as well as being consistent with national planning guidance.
- 2.7.2 In December 2008 the Mayor announced an immediate full review of the London Plan. This approach will ensure consistency and integration between the London Plan and the Mayor's Transport Strategy and Economic Development Strategy which are also subject to review.
- 2.7.3 In April 2009 the Mayor set out his Initial Proposals for the London Plan and outlined six objectives in delivering this vision. The review of the London Plan is expected to be completed by the Mayor by early 2012. The Core Strategy will be adopted before the review is completed. It is therefore necessary for this document to reflect the

policy approach of the existing London Plan while signposting the changes in direction to the strategic policy.

2.7.4 The spatial context for Barnet is provided in Map 1.

## 2.8 Outer London Commission

2.8.1 In 2008 the Mayor established the Outer London Commission to examine the extent to which the suburbs can contribute to the economic success of London as a whole, identify the factors which are holding it back from making that contribution and make recommendations to be taken forward in the London Plan and the Mayor's other Strategies. The Commission's Interim Conclusions were published in July 2009 and their main report to the Mayor will follow in autumn 2009. The Mayor will respond to the Commission through the publication of the draft London Plan. The main findings of the Commission are:

- Outer London has potential to contribute more strongly to growth of London and the wider city region – but this needs to be considered in terms of its residential and environmental as well as its economic functions;
- rejuvenation of outer London's economy should be based on a constellation of town centres and other business locations rather than a few large growth hubs. Town centres are important not just in accommodating economic activity but as the places people identify with and which serve as the focus for community life – indirectly, this in turn helps strengthen Outer London's economic base;
- improvements to connectivity and movement within outer London are crucial, especially orbital movement, coupled with realism over scope for future large scale investment. The focus for transport investment should be based on a 'spoke and hub' concept rather than a contiguous high speed link around the city and there is considerable potential in smaller scale improvements;
- quality of life is a key concern for business as well as residents – it is one of Outer London's unique offers not just for the capital as a whole but globally. There is scope to enhance this while accommodating growth providing a sensitive approach is taken towards intensification; and
- effective mechanisms to ensure adequate social infrastructure to support this growth and maintain quality of life are essential.

2.8.2 The interim recommendations of the Outer London Commission are considered within this Core Strategy Direction of Travel. The evidence compiled by the Commission will also form an integral part of our LDF evidence base.

## 2.9 North West London – Luton Corridor

2.9.1 The concept of the North West London to Luton Corridor and links between Brent Cross / Wembley / Kings Cross and out to Bedfordshire provides a basis for coordinated working between the relevant local authorities and key agencies. The London element of the corridor is currently projected to deliver approximately 100,000 new jobs to 2026 (London – Luton Corridor Prospectus, January 2009). Improving transport links along the corridor will be vital to facilitating this anticipated growth in employment.

## 2.10 Sustainability appraisal

2.10.1 We need to carry out a sustainability appraisal of the Core Strategy and other relevant Local Development Framework documents. This promotes sustainable strategies and policies through an assessment of their environmental, social and

economic impacts. It helps us to identify and minimise any potential harmful impacts of our strategy and policies and to maximise the beneficial impacts.

- 2.10.2 As the first stage of the sustainability appraisal of the Core Strategy we prepared a Scoping Report, which looked at the baseline information and relevant plans, policies and programmes. This was sent to statutory consultees for comment in line with the regulations. Following this we have carried out an appraisal of the options considered in the Core Strategy Issues and Options paper and any other options raised during consultation. This has been followed by a full appraisal of the Core Strategy - Direction of Travel.

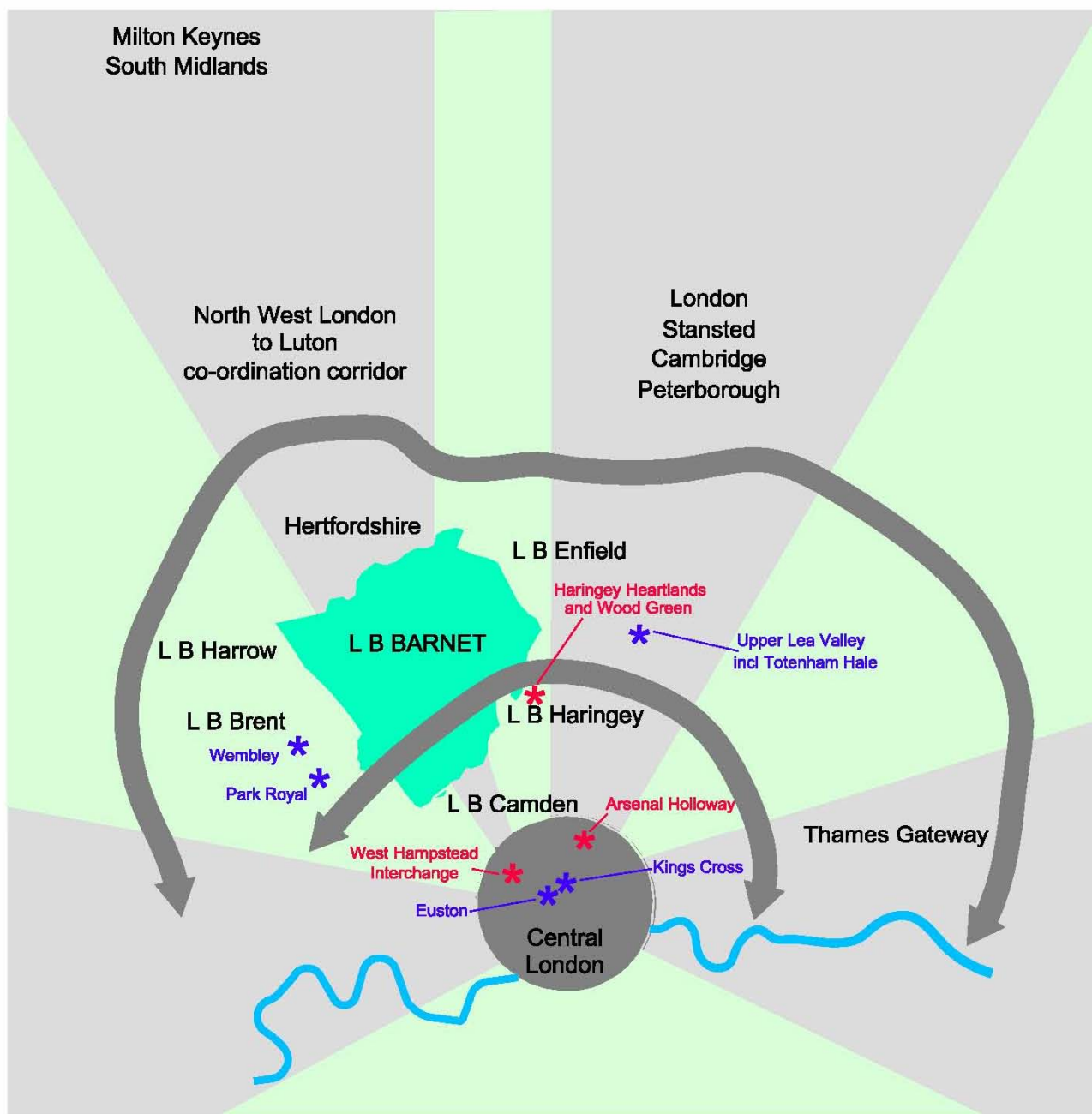
## 2.11 Equalities impact assessment

- 2.11.1 We have also undertaken an equalities impact assessment of the Core Strategy in order to highlight the likely impact on identified key equalities groups who are considered to be at particular risk of discrimination and inequality of opportunity.

## 2.12 Monitoring

- 2.12.1 We will monitor the effectiveness of the Core Strategy in delivering its objectives by assessing its performance against a series of indicators. A number of indicators will be included for each policy. These will include core indicators, set by the government, and local Barnet specific indicators. Each year we publish an Annual Monitoring Report. This will:
- assess the performance of the Core Strategy and other LDF documents following their adoption;
  - identify the need to reassess or review any policies or approaches;
  - make sure the context and assumptions behind our approach are still relevant; and
  - identify trends in the wider social, economic and environmental issues facing Barnet.

Map 1 – Spatial context for Barnet



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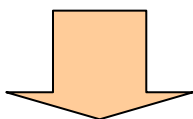
KEY	
	Opportunity Areas as defined in the London Plan
	Areas of Intensification as defined in the London Plan

## 3 Preparing Barnet's Core Strategy

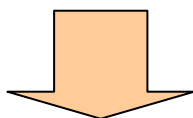
### 3.1 Consultation

- 3.1.1 The process for preparing the Core Strategy, which includes three rounds of public consultation, is set out in the table below.

**1. Evidence gathering of background information and consulting on issues and options for the future of Barnet**



**2. Developing our preferred approach which sets out our direction of travel and consulting on it, alongside the sustainability appraisal**



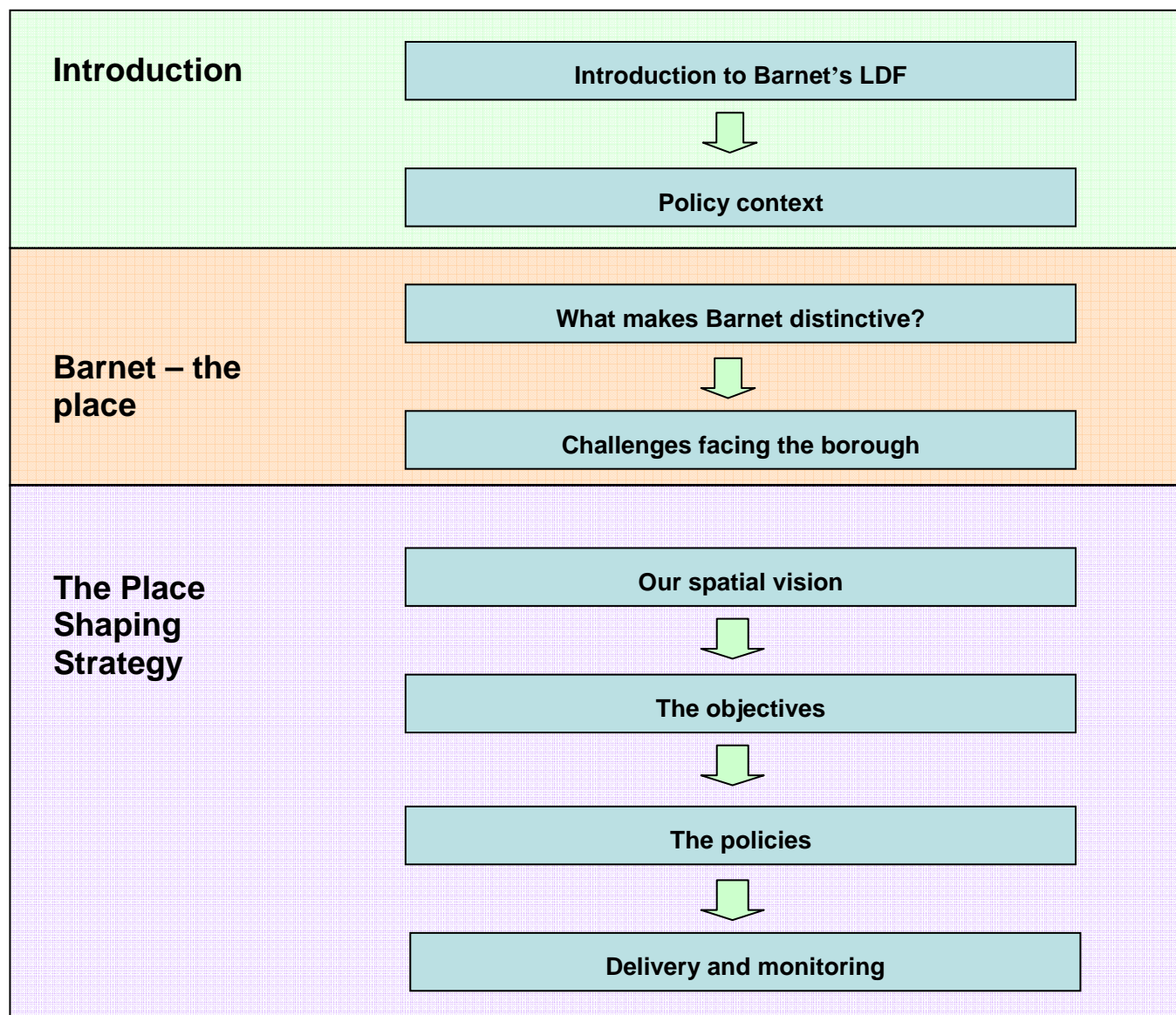
**3. Preparing the Core Strategy document for submission to the government and further consultation on this (pre submission)**

- 3.1.2 Barnet's Direction of Travel has been developed on the basis of:

- What you told us – the response to consultation on Barnet's Core Strategy Issues and Options. This is set out in the Core Strategy (Issues and Options) Consultation Report.
- Where alternative approaches were proposed through Issues and Options we explain why they were not pursued.
- What the evidence shows – the picture presented by the studies we have commissioned or evidence we have collected.
- What is happening at the national and regional level – our approach must be consistent with national planning guidance and the London Plan, unless we have strong evidence that a different approach is more appropriate
- What is happening with Barnet's Sustainable Community Strategy and other boroughwide strategies produced by the Council and its partners such as the Barnet Children and Young People Plan and the Older Peoples Commissioning Strategy.



### 3.2 How is Barnet's Core Strategy structured?



## 4 Barnet - the place

### 4.1 What makes Barnet distinctive?

4.1.1 It is important that our strategy for the future development of the borough is based on an understanding of the characteristics that make Barnet what it is, and a knowledge of how it is likely to change. We have been collecting information from many sources to help us identify the key issues and opportunities for the future of the borough and provide a strong basis for our planning strategy and policies. (This information is usually known as the “evidence base”).

4.1.2 Barnet's published evidence base for the Core Strategy includes, but is not limited to, the following –

- Demographic information including Census data and GLA projections.
- the Sustainability Appraisal;
- Barnet's Annual Monitoring Reports;
- Barnet Town Centres Floorspace Needs Assessment ;
- Town Centre Health Checks;
- Barnet Employment Land Review;
- Joint Strategic Needs Assessment for Health and Social Care;
- Crime, Disorder and Substance Misuse Strategic Assessment;
- Barnet Open Spaces, Sport and Recreational Facilities Needs Assessment;
- North London Strategic Flood Risk Assessment

4.1.3 The following components of the evidence base are in production :

- North London Strategic Housing Market Assessment
- London Strategic Housing Land Availability Assessment
- Barnet's Characterisation Study
- Barnet's Community Halls and Meeting Spaces Assessment
- Barnet's Private Sector Housing Stock Condition Survey
- Barnet's Biodiversity Action Plan
- Barnet's Infrastructure Delivery Plan

4.1.4 Prior to publication stage we will also commission further work on the following :

- Affordable Housing Viability Assessment
- Surface Water Management Plan

### 4.2 Barnet's character

4.2.1 To appreciate Barnet's character it is necessary to understand how it has grown in the last 150 years. From a population of 6,400 living in villages in the mid 19th century to one of 331,500 residents living in a successful city suburb. One of the key features of Barnet is its topography, a rolling landscape of valleys and ridges cut out by tributaries of the Thames. The north forms the high points of the Thames Basin and three ridgelines run broadly east to west across the top of the borough

through Chipping Barnet, Totteridge and Mill Hill. A fourth ridgeline runs north-south through Whetstone down towards Hampstead Heath, the route of the Great North Road.

- 4.2.2 In the first half of the twentieth century development spread from established commuter settlements such as Chipping Barnet, New Barnet, Friern Barnet, Finchley with suburban housing transforming the landscapes of Edgware and Hendon as well as the south of the borough. Boundaries between settlements became blurred and a continuous residential sprawl from Chipping Barnet to the south of the Borough became evident. After 1945 settlements expanded more gradually based on increased car ownership and expansion of the bus and trolleybus network. The introduction of the Green Belt in 1947 halted development around New Barnet and Chipping Barnet as well as restricting growth at Mill Hill and Totteridge. This set the scene for the borough in the present day.
- 4.2.3 The borough comprises a variety of townscapes, many attractive and reflecting the long history of settlements, influenced by topography and the pattern of transport routes, for example Chipping Barnet. Large parts of the borough are designated as Conservation Areas in order to reflect their special character and value. Much of the borough has been developed as low density suburbs, the average density is 36 persons per hectare, the 8th lowest in London.

### 4.3 Barnet's places

- 4.3.1 Barnet is the fourth largest London borough by area (86.7 sq km) and home to a growing and diverse population. About 38% of the borough is undeveloped, 28% is green belt and 8% is metropolitan open land (which includes around 200 parks, allotments, playing fields and agricultural land).
- 4.3.2 The rest of the borough is made up of suburban areas with a population density of 3,863 people per square kilometre. This is lower than for London as a whole (4,812 people p/sq km) but nearly ten times the figure for England (394 people p/sq km).
- 4.3.3 We expect significant growth in Barnet's population and economy over the next twenty years. Work is well underway on planning of the Opportunity Areas (Brent Cross - Cricklewood and Colindale) and Area of Intensification (Mill Hill East) identified in the London Plan. The development of these areas will deliver 20,000 new homes by 2026.

### 4.4 Barnet's people

- 4.4.1 With a 2008 population of 331,500 Barnet is the second most populous borough in London. Based on GLA figures which factor in the house building growth Barnet's population is projected to reach 384,615 by 2026, an increase of 16% on present levels. According to GLA estimates, Barnet could be the most populous London Borough by 2012.
- 4.4.2 The growth in Barnet's population will change our existing communities, attracting a much younger and diverse population. Over the next ten years there will be a marked increase in the number of children aged between 5-14 years old and number of people over the age of 65.
- 4.4.3 Barnet has the second largest population of children and young people in London. In 2008 almost 84,000 children, aged 0 – 19, lived in Barnet. This age group is more diverse than the adult population. About 40% of primary school pupils in the borough and 37% of secondary school pupils have English as a second language.

- 4.4.4 Nearly a third of Barnet's population belongs to a black or minority ethnic minority group. Projections are that this will grow to 36% by 2018. Barnet has the largest Jewish community in the UK and one of the largest populations of Chinese.
- 4.4.5 Barnet has a historical legacy of new communities being welcomed and feeling involved. The borough is considered a place where people from different backgrounds get on well. National Indicator 1 measures community cohesion. Barnet is the place with the greatest diversity of communities that has scored highly on this indicator. Nearly 84% of residents agreed in the 2008 Place Survey that their local area is a place where people from different backgrounds get on well.
- 4.4.6 The 2001 Census records that nearly 73% of Barnet's population described their health as good. Residents are healthier overall measured by mental illness, death rates from major causes, sickness benefit claimants and alcohol related hospital admissions.

## 4.5 Deprivation in Barnet

- 4.5.1 Barnet has six areas within the top 10% most deprived nationally. Overall deprivation is substantially higher in Burnt Oak and Colindale than the rest of the borough. One area in Colindale has over a fifth of its working age population in employment deprivation (i.e. involuntarily excluded from work).
- 4.5.2 Whilst Barnet is a generally prosperous borough there is significant deprivation in certain areas with a wide gap between the richest and the poorest. According to CACI Paycheck data for 2008 10.5% of Barnet households have incomes in excess of £75,000 a year while 11.6% have incomes less than £15,000.
- 4.5.3 The average life expectancy of residents is almost 2 years above the English average, though it is about a year below this in the most deprived wards.
- 4.5.4 By developing our understanding of lifestyles and related public health challenges in Barnet's disadvantaged areas we have developed an innovative preventative screening programme for the 5,000 residents identified most at risk of cardiovascular disease.

## 4.6 A safer Barnet

- 4.6.1 Our annual resident's survey 2008 reveals that in most wards residents feel safe in the day. During the evening all wards show at least a small percentage of respondents who feel unsafe, with the majority having between 15% and 25%. An exception is Underhill where 50% of those asked stated they felt fairly or very unsafe in the evening. Other wards with over 25% stating they felt unsafe at evening were Edgware, Burnt Oak, Colindale, West Hendon and Woodhouse.

## 4.7 Barnet's economy

- 4.7.1 Barnet has the most town centres in London. There are 20 major, district and local town centres which vary in size and purpose as well as performance.
- 4.7.2 The town centres provide a total area of retail floorspace that is only exceeded by Westminster and Kensington and Chelsea and is the greatest of any outer London borough. Brent Cross is London's only self contained regional shopping centre. It is planned to become a sustainable new Town Centre as part of the Brent Cross - Cricklewood redevelopment complementing the role of other town centres nearby.
- 4.7.3 Barnet's resident population is well qualified with 35% of the adult population having a university degree or equivalent – 4% higher than the London average and 15% higher than the England average. Studies have identified a need for more vocational

and intermediate courses to ensure residents and businesses can take advantage of future growth.

- 4.7.4 The borough has a large number of VAT-registered businesses, the third highest in London, and the fifth highest in Great Britain.
- 4.7.5 Barnet has proportionately fewer manufacturing jobs than London or Great Britain as a whole, but rather more in distribution, hotels & restaurants, public administration, education & health.

## 4.8 Homes in Barnet

- 4.8.1 Barnet is typical of many outer London suburbs in having a high proportion of owner occupied housing, a strong private rented sector, and a smaller supply of social rented accommodation. The housing stock, which is predominantly an older stock of over 50 years in age, is mainly in a good condition.
- 4.8.2 About 62% of the stock comprises houses (terraced, semi-detached or detached) and 38% are flats and maisonettes. Almost 60% have 3 or more bedrooms, and only a very small percentage contain only one bedroom. Housing tenure in Barnet is similar to other outer London boroughs, with 72% in owner occupation, but unlike the rest of London more housing is rented from the private sector (16%) than the social rented sector (13%).
- 4.8.3 Barnet's private rented sector is dominated by 1 and 2 bed units. This would suggest that this is flatted development. The owner occupied stock is dominated by 3 and 4+ bed units which are typically houses.
- 4.8.4 The 2006 Housing Needs Survey estimated that 5.4% of all households in Barnet are overcrowded while 32.7% under-occupy their dwelling.
- 4.8.5 There are several affordability indexes that compare earnings of the people who work in an area with the price of local housing. The larger the ratio of prices to earnings then the more expensive the housing is for the local workforce. According to these indexes Barnet experiences high financial barriers to owner occupation compared with the rest of the country. In 2007 Barnet had the 28th highest affordability ratio of England's 355 districts.
- 4.8.6 Over 3,000 units will be replaced at Dollis Valley, Grahame Park, Stonegrove - Spur Road and West Hendon. Regenerating our largest and most deprived housing estates forms a central part of Barnet's future.

## 4.9 Barnet's environment

- 4.9.1 On average residents produce around 431 kg of waste each per year. Household waste recycled has increased from 9% to 30.7% from 2000 to 2008, which has helped to decrease the overall level of municipal waste going to landfill from 72% in 2000 to 53% in 2008.
- 4.9.2 Domestic CO<sub>2</sub> emissions in Barnet are near the national average. Reflecting its housing stock Barnet has the fourth highest per capita domestic emissions in London.
- 4.9.3 Barnet is rich in green spaces and biodiversity containing 68 Sites of Importance for Nature Conservation, including 7 which are local nature reserves. The Brent Reservoir, (also known as Welsh Harp) which lies partly in the borough, is a Site of Special Scientific Interest.

## 4.10 Barnet's transport

- 4.10.1 Barnet is characterised by high car ownership but also has high public transport usage. Many of Barnet's residents travel to work in central London and use the radial underground services of the Northern and Piccadilly Lines but orbital routes are less well served by public transport and therefore people travelling within the borough or to adjoining areas often have little choice but to rely on private transport.
- 4.10.2 About 146,000 residents are employed either full or part time. Of these 59,600 work in the borough (of whom 39% drive to work) with 86,300 working outside the borough (of whom 42% drive). A further 47,300 people commute into the borough (66% of whom drive).



## 5 The challenges we face

- 5.1.1 Barnet is a vibrant, diverse and successful city-suburb of London. People choose to live here because of:
- our clean and green environment
  - excellent schools
  - low levels of crime
  - good transport links
  - high quality housing and public spaces
  - Barnet residents live healthier and longer lives than average
  - Barnet is a place where people from different backgrounds get on well together.
- 5.1.2 In a period of significant change for the borough, we are committed to maintaining and building on these assets to ensure that Barnet remains a desirable place to live.
- 5.1.3 We also recognise that there are some people in Barnet who experience a disproportionately high level of deprivation, and do not have the opportunity to share in the borough's success. We have six super output areas within the 10 per cent most deprived nationally.
- 5.1.4 To establish our status as a truly successful city-suburb we must ensure that all our residents benefit from our success. We want to reduce multiple disadvantage by working together with Barnet citizens and our key partners to analyse the underlying causes so that we can create effective responses.
- 5.1.5 The popularity of Barnet as a place means we continue to grow. Over the next two decades we will build over 28,000 new homes and regenerate our areas of concentrated deprivation. Many of these new builds will attract younger and more ethnically diverse communities and in 20 years our population is likely to exceed 380,000. With this growth come new business, retail and leisure facilities and significant employment opportunities.
- 5.1.6 Managing the growth in the borough will be a major challenge. While leading this growth we must maintain and build on those qualities that make Barnet such a desirable place to live and work, whilst also helping to create new, socially integrated communities. Our Three Strands Approach to planning, "Protect, Enhance and Grow" recognises that sustainable development in Barnet needs different approaches.
- 5.1.7 The growth in the borough will change our existing communities, attracting a much younger and diverse population. Over the next 10 years there will be a marked increase in the number of children aged between 5-14 years old and number of people over 65.
- 5.1.8 The infrastructure to support growth including schools, healthcare, community facilities, parks, utilities, improvements to transport connectivity needs to be developed on a collective understanding of how the needs of our residents are changing.
- 5.1.9 The global recession is placing pressure on many of Barnet residents, communities and businesses. This requires an agile and flexible response built on a solid

understanding of their needs and economic trends. We need to support residents and businesses to enable them to deal with changes they might face.

- 5.1.10 In order to protect the suburban distinctiveness of the borough we have to make more efficient use of previously developed land. We are faced with an imbalanced housing stock with 1 household in 3 considered to under-occupy, while the demands for increased housing choice, affordable housing, and family homes to meet aspirations of home ownership are increasing. Making housing choice for older people more attractive as well as locally accessible could make the housing stock in Barnet more flexible.
- 5.1.11 The varying performance of our 20 town centres creates a challenge for the Core Strategy. A clearer steer is required on their role and function in a changing borough.
- 5.1.12 We need to understand what tackling climate change means in an aspirational, growth area. There is a clear tension between the benefits of an economically vibrant and developing community and the environmental impact of the activities of that community. We must increase awareness, facilitate behaviour change and demonstrate the longer term economic benefits of good environmental practice.
- 5.1.13 The Core Strategy nor public services can resolve these challenges alone. On agendas such as healthy lifestyles and sustainability, solutions must lie in finding new ways of doing things, working with citizens, creating the conditions in which together we can achieve the outcomes that residents tell us they want.
- 5.1.14 Each of these challenges has an impact or effect on the spatial development of the borough and on one or more of the Three Strands: Protect, Enhance, Grow. This has contributed to the development of the vision and objectives.

## 6 Vision and objectives

- 6.1.1 In 2008, the Local Strategic Partnership agreed Barnet's Sustainable Community Strategy, which sets out a shared vision and strategy for the borough. We are using the vision from the Community Strategy as the overarching vision for Barnet's Local Development Framework Core Strategy and other related policy documents to ensure Barnet is a successful city suburb as the borough changes, develops and grows. Our vision is :

***'It is 2026. Barnet is known nationally and internationally as a successful city suburb. Its new, inclusive and thriving neighbourhoods have made it one of the largest boroughs in London. Residents enjoy access to large green open spaces, clean streets, an excellent transport network and affordable, decent homes. It is a place where both young and old can enjoy fulfilling and healthy lives. There is consistently high educational attainment and new local employment opportunities. Crime and the fear of crime remain low and communities – established and recently formed – take pride in their area. Public services are of a consistently high standard and meet the needs of the diverse population they serve.'***

***'Barnet is a successful city suburb where people want to live and enjoy a high quality of life. We aim to continue to promote this vision by building on the known and relevant success factors. However, a truly successful suburb will be one where all residents have the opportunity to share in wider success. We therefore also need to tackle disadvantage by securing an improved quality of life for those experiencing multiple disadvantage'.***

- 6.1.2 Four themes (and sub ambitions) were identified in the Sustainable Community Strategy to achieve this vision:

- growing successfully;
- safer, stronger and cleaner Barnet;
- investing in children and young people; and
- healthier Barnet (including older people).

The linkage between these themes, the underlying ambitions and the Core Strategy policy framework are set out in Table 1.

### 6.2 Barnet's core objectives

- 6.2.1 We have developed a series of core objectives in order to deliver the LDF vision. These are :

- **To manage housing growth to meet housing aspirations**

- to promote the development of the major growth areas, priority estates and town centres in order to provide in the range of 25,000 new homes (contributing to a borough total of 28,000 new homes) by 2026 to meet local and regional housing needs;

- to regenerate the priority housing estates at Dollis Valley, Grahame Park, Stonegrove - Spur Road and West Hendon to replace 3,000 existing homes with a

greater range of accommodation that provides access to affordable and decent new homes;

- to provide a range of housing, including family and extra care accommodation, that enables choice between types and tenures, as well as over lifetimes and within neighbourhoods.

- **To meet social infrastructure needs**

- to ensure provision for community needs arising from housing growth including education, health, social care and integrated community facilities;

- to develop new schools through the Primary Schools Capital Investment Programme and Building Schools for the Future; and

- to provide community facilities to meet the changing needs of Barnet's diverse communities.

- **To promote Barnet as a place of economic growth and prosperity**

- to support the continued vitality and viability of 20 town centres, focusing commercial investment in our priority centres of Chipping Barnet, Edgware, Finchley Central, New Barnet, North Finchley and Whetstone;

- to ensure that the regeneration of Brent Cross - Cricklewood creates a new metropolitan town centre and commercial district of greater than sub-regional reach;

- to ensure that in the borough's main commercial areas including designated employment locations and town centres there are sufficient opportunities available to help business grow and prosper; and

- to ensure that residents are equipped with the skills to access the 21,000 jobs that the regeneration of the major growth areas will deliver by 2026/27.

- **To reduce the need to travel**

- to keep Barnet moving in a sustainable way which provides choice by encouraging the use of convenient, reliable and affordable transport including the private car, public transport, cycling and walking; and

- reducing the need to travel by promoting home working and new technologies, whilst recognising that car ownership is important to many and ensuring it is appropriately planned for.

- **To promote strong and cohesive communities**

- to enable communities to become confident and cohesive by providing facilities through which residents can play a part, diversity is valued and local pride is promoted;

- to create the conditions for a safer and more secure Barnet by designing out crime and reducing anti-social behaviour, particularly in known 'hotspots'.

- **To promote healthy living and well-being**

- to secure a healthier Barnet by addressing the factors underpinning poor health and well-being;

- to provide opportunities for vulnerable people to live more independent lives by planning for appropriate facilities and support services that can meet their future needs.

- **To protect and enhance the suburbs**

- to respect and enrich Barnet's distinctive built heritage by protecting the historic environment and enhancing the high quality suburban character of townscapes and conservation areas.

- **To ensure efficient use of land and natural resources**

- to promote mixed use development of previously developed land in the major growth areas and larger town centres;

- to reduce energy demand through highest possible standards for design and construction; and

- to minimise waste and maximise re-use and recycling and promote an appropriate framework for integrated waste management.

- **To enhance and protect our green and natural open spaces**

- to improve access to, and enhance the quality of the Green Belt, Metropolitan Open Land and other open spaces as places for recreation and biodiversity;

- to create new and enhanced public open spaces in support of Barnet's growth, including at least 22 ha in the three major growth areas.

The linkage between these objectives, the themes and ambitions of the Sustainable Community Strategy themes and the Core Strategy policies that help deliver each objective are set out below

**Table 1 – Linkage between Core Strategy and Barnet's Sustainable Community Strategy**

<b>Sustainable Community Strategy for Barnet 2008-2018; Themes &amp; Ambitions</b>	<b>Core Strategy Objectives</b>	<b>Core Strategy Policies</b>
<b>Theme - Growing Successfully</b> <b>Ambition:</b> Delivering Sustainable Housing Growth	To manage housing growth to meet housing aspirations To protect and enhance the suburbs	Distribution of Housing Growth Protecting and Enhancing Barnet's Character Providing Quality Homes and Housing Choice in Barnet
<b>Ambition:</b> Keep Barnet moving	To ensure efficient use of land and natural resources To reduce the need to travel	Providing integrated and efficient travel Ensuring the efficient use of natural resources

<b>Ambition:</b> People are equipped with the right skills to take advantage of employment opportunities	To promote Barnet as a place of economic growth and prosperity	Promoting a strong and prosperous Barnet
<b>Ambition:</b> Environmentally sensitive	To ensure efficient use of land and natural resources To enhance and protect our green and natural open spaces To reduce the need to travel	Enhancing and protecting Barnet's open spaces  Ensuring the efficient use of natural resources  Providing integrated and efficient travel
<b>Ambition:</b> Creating vibrant and viable town centres	To promote Barnet as a place of economic growth and prosperity	Promoting a strong and prosperous Barnet  Promoting Barnet's Town Centres
<b>Theme - Safer, Stronger and Cleaner Barnet</b> <b>Ambition:</b> Reduce crime and make residents feel safe	To promote Barnet as a place of economic growth and prosperity To promote strong and cohesive communities	Promoting Barnet's Town Centres  Making Barnet a Safer Place
<b>Ambition:</b> Strong and cohesive communities	To meet social infrastructure needs To promote strong and cohesive communities To protect and enhance the suburbs	Enabling integrated community facilities and uses  Making Barnet a Safer Place  Protecting and Enhancing Barnet's Character
<b>Ambition:</b> Clean and green	To ensure efficient use of land and natural resources To enhance and protect our green and natural open spaces To promote Barnet as a place of economic growth and prosperity	Enhancing and protecting Barnet's open spaces  Ensuring the efficient use of natural resources  Promoting Barnet's Town Centres
<b>Theme - Investing in Children and Young People</b> <b>Ambition:</b> Every school a good school for every child	To meet social infrastructure needs	Enabling integrated community facilities and uses
<b>Ambition:</b> Improving employability	To promote Barnet as a place of economic growth and prosperity	Promoting a strong and prosperous Barnet



<b>Ambition:</b> Ensuring children are safe at home, safe at school and safe in the community	To meet social infrastructure needs	Enabling integrated community facilities and uses  Making Barnet a Safer Place
<b>Ambition:</b> Personalising services for children and young people in vulnerable groups	To meet social infrastructure needs  To manage housing growth to meet housing aspirations	Enabling integrated community facilities and uses  Providing Quality Homes and Housing Choice in Barnet
<b>Ambition:</b> Building resilience, supporting independence	To meet social infrastructure needs  To manage housing growth to meet housing aspirations	Enabling integrated community facilities and uses  Providing Quality Homes and Housing Choice in Barnet
<b>Ambition:</b> Helping children and their families to make healthy choices	To meet social infrastructure needs To promote healthy living and well-being To enhance and protect our green and natural open spaces	Enabling integrated community facilities and uses  Improving health and well being in Barnet  Enhancing and protecting Barnet's open spaces
<b>Theme - Healthier Barnet (including older people)</b> <b>Ambition:</b> Creating a health supporting environment	To meet social infrastructure needs To promote healthy living and well-being  To manage housing growth to meet housing aspirations	Improving health and well being in Barnet  Enabling integrated community facilities and uses  Providing Quality Homes and Housing Choice in Barnet
<b>Ambition:</b> Bringing user experience to healthcare improvement	To meet social infrastructure needs To promote healthy living and well-being	Improving health and well being in Barnet  Enabling integrated community facilities and uses
<b>Ambition:</b> Improving health and well-being	To manage housing growth to meet housing aspirations To meet social infrastructure needs To promote healthy living and well-being	Improving health and well being in Barnet  Providing Quality Homes and Housing Choice in Barnet

		Enabling integrated community facilities and uses
<b>Ambition:</b> Promoting choice and maximising the independence of adults, particularly those who need additional support.	To manage housing growth to meet housing aspirations To meet social infrastructure needs To promote healthy living and well-being	Improving health and well being in Barnet  Providing Quality Homes and Housing Choice in Barnet  Enabling integrated community facilities and uses

## 7 Barnett's place shaping strategy

### 7.1 Protection, enhancement and growth - The Three Strands approach

- 7.1.1 Barnett is a vibrant, diverse and successful city suburb. Barnett contributes to London's success as a global city because it is home to a large number of highly qualified people who choose to live here because of the high quality of life. This quality is demonstrated through excellent schools attainment, attractive suburbs and open spaces, good health and well-being, low crime rates and diverse communities. The popularity of Barnett as a place to live means that the borough continues to grow.
- 7.1.2 The London Councils Successful Suburbs report (published March 2009) highlights the strengths of the suburbs, including the relatively high quality of the suburban environment, high skills level and generally high quality of life.
- 7.1.3 There is a tension between the demands of growth and maintaining the conditions for a good and improving quality of life and a concern about the loss of what makes living in Barnett a distinctive experience. Quality of life covers a broad range of cross-cutting policy areas on design, heritage, local character and views, access and inclusive design, safety, green infrastructure, biodiversity, air quality, soundscapes<sup>1</sup> and all the policy areas that contribute to making Barnett a special place.
- 7.1.4 In order for Barnett to remain as a place where people choose to live the Three Strands Approach has been developed. The Three Strands are:
- Protection - absolute protection for the Green Belt and open spaces;
  - Enhancement - enhancing and conserving the best of Barnett suburbia and Barnett's 20 town centres; and
  - Growth - optimising opportunities for major development growth through regeneration of previously developed land.
- 7.1.5 Policy CS 1 sets out the spatial development strategy for Barnett. This sets out our overarching Three Strands Approach to protect, enhance and grow ensuring that in guiding future planning, regeneration and development we keep what is best about the borough, what makes Barnett a distinctive place.
- 7.1.6 Our overall strategy is to manage growth in Barnett so that it meets our needs for homes, jobs and services in a way that conserves and enhances the character of the borough, what makes Barnett distinctive.
- 7.1.7 Regenerative development will predominantly be delivered in three growth areas - Brent Cross - Cricklewood, Colindale and Mill Hill East. These areas will be the primary focus of housing and employment growth and are identified in the London Plan as having significant potential for accommodating new homes and jobs. The regeneration of Brent Cross - Cricklewood is expected to deliver 20,000 jobs by 2026/27 with Colindale and Mill Hill East adding a further 500 each. In terms of

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<sup>1</sup> A soundscape is the combination of sounds that arises from natural sounds such as the wind and sounds caused by human activity such as traffic.

housing delivery these growth areas are expected to deliver up to 20,000 new homes within the next 15 years.

### **Mill Hill East**

Mill Hill East represents a major regeneration and development opportunity in the heart of Barnet. Within 15 years the Mill Hill East area will have been transformed into one of the highest quality sustainable developments and successful suburbs in North London. Within a green suburban context it will provide new homes and business opportunities with high quality community services, transport and access to open space and leisure facilities.

#### **The Mill Hill East AAP was adopted in January 2009.**

The Mill Hill East AAP area covers 48 hectares, of which 31 hectares of land is proposed for the development of around 2,000 additional residential units. The AAP seeks to ensure that development takes place in a balanced and coordinated manner by setting out a comprehensive framework to guide the delivery of housing, employment, leisure and associated community facilities, infrastructure, transport initiatives, environmental protection and enhancement.

Mill Hill East will be a major focus for the creation of new jobs and homes and the development of a sustainable community, building upon the area's strategic location. Development will comprise:

- a total of around 2,660 residential units including 2,000 new units;
- in line with the London Plan target of 50% of housing provision being affordable the maximum amount of affordable housing will be sought having regard to this target and to a viability assessment.
- a minimum of 500 jobs (replacement of existing jobs and creation of new jobs) with a focus on the provision of small-medium sized workspace and support for local businesses and designation of an additional 1 hectare of adjacent land for employment use;
- around 5.5 ha of public open space including children's play facilities, formal sports provision and natural areas.
- a new mixed use high street comprising around 1,000 m<sup>2</sup> of retail floorspace in a small retail parade;
- a new 2 form entry primary school on a 1.7 ha site;
- a local healthcare facility (approximately 500 m<sup>2</sup> floorspace) to accommodate 2-3 GPs serving the new community in line with guidance from NHS Barnet

### **Colindale**

Colindale will make the single largest housing and affordable housing contribution to the Borough over the next 10-15 years and one of the biggest in North London with approximately 10,000 new homes, of which nearly 5,000 already have planning permission and hundreds are under way or completed.

#### **The Colindale AAP was submitted to the Secretary of State in August 2009.**

Colindale will, by 2021, be a vibrant successful and diverse neighbourhood where people will want to live, work and visit. It will accommodate high quality sustainable developments within four 'Corridors of Change' and a new neighbourhood centre. Colindale will become a successful suburb in North London, providing existing and new communities with high quality local services, improved transport and access to enhanced green space and leisure facilities.

Four Corridors of Change have been identified in the Colindale Area Action Plan

- **Colindale Avenue**
- **Aerodrome Road**
- **Edgware Road**
- **Grahame Park Way**

**Colindale Avenue** will provide the vibrant heart and gateway of Colindale as a sustainable mixed -use neighbourhood centre anchored by a new public transport interchange with pedestrian piazzas. This Corridor will provide a new convenience food store of up to 2,500 m<sup>2</sup> as part of 5,000 m<sup>2</sup> of retail floor space. It will also include a new location for Barnet College, new student accommodation for Middlesex University and a new healthcare facility. The quality of, and access to, Montrose Park will be improved as will the environment of the Silk Stream.

**In the Colindale Avenue Corridor of Change within the range of 2,370 new homes are expected to be developed between 2007 and 2021.**

**Aerodrome Road** will bring forward the largest and most significant phase of growth in transforming Colindale. This Corridor will become a focus for living, learning and working forging new connections with the surrounding area to create a new eastern movement gateway into Colindale and connect to a new public transport interchange and Beaufort Park. A new 5 ha Aerodrome Park will be provided as will new commercial facilities along Aerodrome Road to support consolidation and redevelopment of the Peel Centre.

**In the Aerodrome Road Corridor of Change within the range of 4,176 new homes are expected to be developed between 2007 and 2021.**

**Edgware Road** will become a thriving mixed-use urban corridor providing focus for employment, housing and bulky retail. This Corridor will provide an improved gateway to Colindale incorporating tall buildings where appropriate and key junction improvements to increase travel capacity.

**In the Edgware Road Corridor of Change within the range of 925 new homes are expected to be developed between 2007 and 2021.**

**Grahame Park Way** will through the redevelopment of Grahame Park Estate create a vibrant, mixed use neighbourhood. This Corridor will also provide for a new 2 Form Entry primary school and will promote the use of the RAF Museum as a key cultural, tourist and community facility.

**In the Grahame Park Way Corridor of Change within the range of 2,335 new homes are expected to be developed between 2007 and 2021.**

### **Brent Cross - Cricklewood**

An outline planning application which will establish a masterplan and framework for the comprehensive regeneration of the Brent Cross Cricklewood Area in accordance with relevant development plan policies was submitted in March 2008. These proposals represent the largest and most important development in Barnet and one of London's most strategic proposals.

The application proposes the creation of a sustainable new mixed use town centre for Barnet and North London including substantial residential, commercial and retail uses.

The application includes approximately 7,550 housing units, of which 2,250 are expected to be affordable.

In addition the application proposes the radical transformation as well as the approximate doubling in size of Brent Cross Shopping Centre, which will be focused on a new High Street which traverses the North Circular Road. The application proposals comprise a net addition of 55,000m<sup>2</sup> gross comparison retail floorspace as part of town centre north. This High Street will include new schools and community uses as well as a new food superstore and smaller retail units. The 'bridging of the North Circular Road' with a new metropolitan scale sustainable town centre will create the heart and focus of activities at the 'hub' of Brent Cross Cricklewood.

A new office quarter is proposed to the north west of the area (south east of the existing Staples Corner) which will be served by a new railway station in the later phases of the development.

A new 'state of the art' bus station is proposed at the Brent Cross Shopping Centre, linked to the realignment and enhancements of the River Brent corridor.

The proposed development will deliver new :

- open spaces and squares and improvements to Clitterhouse Playing Fields. Claremont Primary school will be rebuilt and expanded as an environmentally 'exemplar' education and learning building in the first phase and both Whitefield and Mapledown School will be reprovided in new premises;
- a new Primary Care Centre for NHS Barnet;
- a small library and a replacement Leisure Centre in later phases;
- a new Waste Handling Facility and Combined Heat and Power Plant are also proposed as part of Phase 1 and will provide a significant proportion of renewable on site energy generation;
- a new Rail Freight Facility is proposed in a later phase;
- extensive changes to the road network will be undertaken to accommodate significant new movement in this development;
- improvements to Brent Cross Underground and Cricklewood stations are proposed ;
- significant improvements to bus services in North West London including a new Rapid Transit Service between Cricklewood Station, Brent Cross Station and the new town centre shopping areas, with potential extension to other nearby tube stations such as Hendon Central; and
- improvements will be made to pedestrian and cycle links.

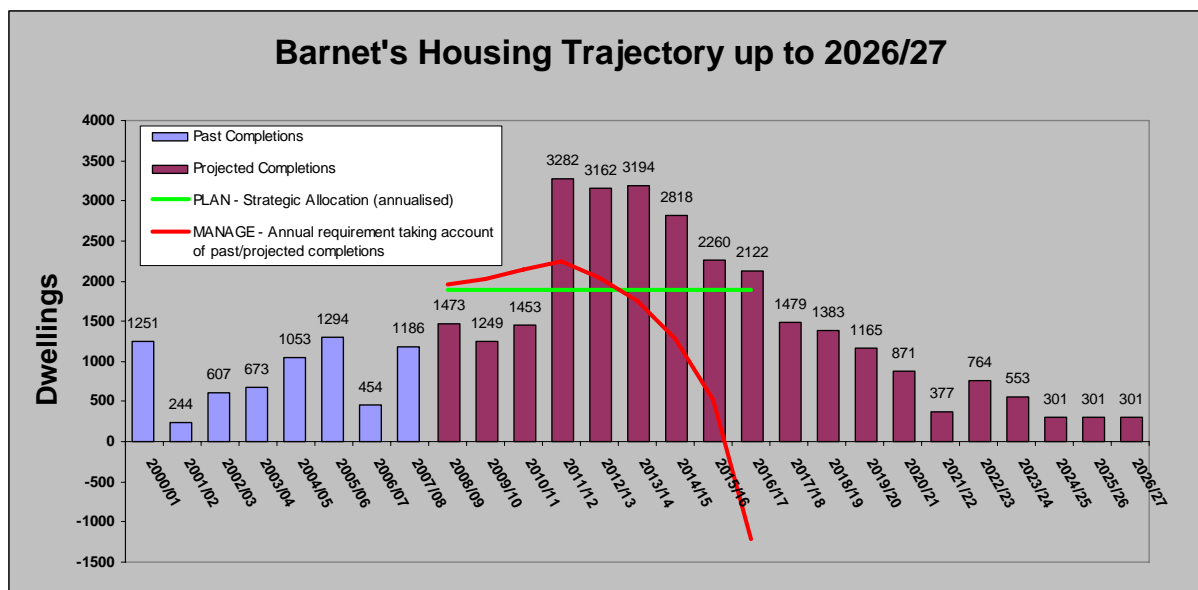


Brent Cross - Cricklewood will be delivered over a twenty year timescale in seven phases. Phase 1 will include around 50% of the proposed new retail development focused on Brent Cross Shopping Centre which in terms of viability will provide the initial catalyst for the wider regeneration. A new hotel and cinema will be built on the north side of the North Circular Road. The Whitefield Estate will be demolished and the affordable housing units will be replaced elsewhere within the site. Around 1,300 housing units will be provided in Phase 1.

A new rail linked Waste Handling and Recycling Facility to replace and significantly enhance the existing Hendon Waste Transfer Station facility is proposed on a site fronting Edgware Road (A5) and Geron Way. This will be secured in partnership with the North London Waste Authority whose existing Hendon Waste Transfer Station will close. A Combined Heat and Power plant will be constructed close to Staples Corner. It is intended (subject to feasibility studies and further statutory approvals in relation to detailed design and operating processes) to use a refuse derived fuel supplied by the new Waste Handling and Recycling Facility which would fulfil high standards of on-site renewable energy generation.

- 7.1.8 The housing growth potential of Barnet is reflected in the existing London Plan target of 20,550 new homes over the ten year period 2007/08 to 2017/18. Following completion of the Mayor's Strategic Housing Land Availability Assessment this figure will be revised up to 2021 as part of the Mayor's review of the London Plan.
- 7.1.9 In addition to the delivery from major growth areas it is a major priority to regenerate failed housing estates in Barnet. Major estates at Dollis Valley, Grahame Park, Spur Road - Stonegrove and West Hendon will be subject to long term programmes of regeneration in order tackle isolation and transform these areas into successful mixed tenure places.
- 7.1.10 The largest town centres Chipping Barnet, Edgware, Finchley Church End, New Barnet, North Finchley will be the focus for commercial development and residential growth as part of mixed use development. The town centre areas are considered appropriate locations for uses that will lead to a significant increase in travel demand (retail, leisure and other commercial uses) although the scale of development at these locations is expected to be less than that in the identified growth areas.
- 7.1.11 The focus of other opportunities includes:
- mixed use development at North London Business Park and Oakleigh Road South
  - design led infill development on the main thoroughfares of Barnet such as Edgware Road, Great North Road, Finchley Road, Hendon Lane and East Barnet Road focused on those parts of these historic routes which have lost their original residential character
- 7.1.12 Figure 1 sets out Barnet's most recent housing trajectory showing how we expect the borough to grow in the next 15 years.

Figure 1 – Housing trajectory for Barnet



7.1.13 Protecting our open spaces is important to the health of our residents. They provide opportunities for sport, recreation and play, reducing urban heating and flood risk as well as breaking up built areas. The Three Strands Approach highlights that careful stewardship and protection of these assets is fundamental to the borough's spatial planning vision.

7.1.14 While over a third of the borough is protected open space another third is considered to be classic suburban development within which there are variations in building typology, size and tenure which provides a very mixed character. The Three Strands Approach highlights that the design, layout and use of the built environment can affect the quality of people's lives as well as having an impact on the image and vitality of the area. The Core Strategy sets a framework for more detailed design work including identifying those high quality suburbs that are locally distinctive but sit outside the existing framework provided by 18 Conservation Area designations.

### Policy CS1 – Barnet's Place Shaping Strategy – Protection, Enhancement and Growth – The Three Strands Approach

Barnet's place shaping strategy is to concentrate housing growth in well located areas that provide opportunities for growth, creating a sustainable quality environment that will have positive economic impacts on the deprived neighbourhoods that surround them. The key diagram sets out the areas where we expect housing growth and illustrates the need to provide more orbital public transport links between such areas.

The Council, along with its partners, will focus major housing and economic growth in the most suitable locations and manage it to ensure that we deliver sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live work and visit.

As our focus of housing and employment growth we will promote opportunities on the west side of the borough in the strategically identified North West London – Luton Coordination Corridor. We will promote the following **growth** areas in the west of the borough :

- Brent Cross – Cricklewood;

- Colindale; and
- Mill Hill East

Major **growth** will be complimented by :

**Protection of -**

- Green Belt and Metropolitan Open Land that covers over one third of Barnet;

**Enhancement of -**

- our six largest town centres (Chipping Barnet, Edgware, Finchley Central, New Barnet, North Finchley and Whetstone) where we will promote mixed use development in accordance with the place making policies set out within the Core Strategy; and
- the historic suburban environment comprising 18 conservation areas and areas of special locally distinctive character.

## 7.2 Alternative options

7.2.1 Other options considered at the Issues and Options stage are summarised below along with our reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Report for a summary of the comments received and our response to them.

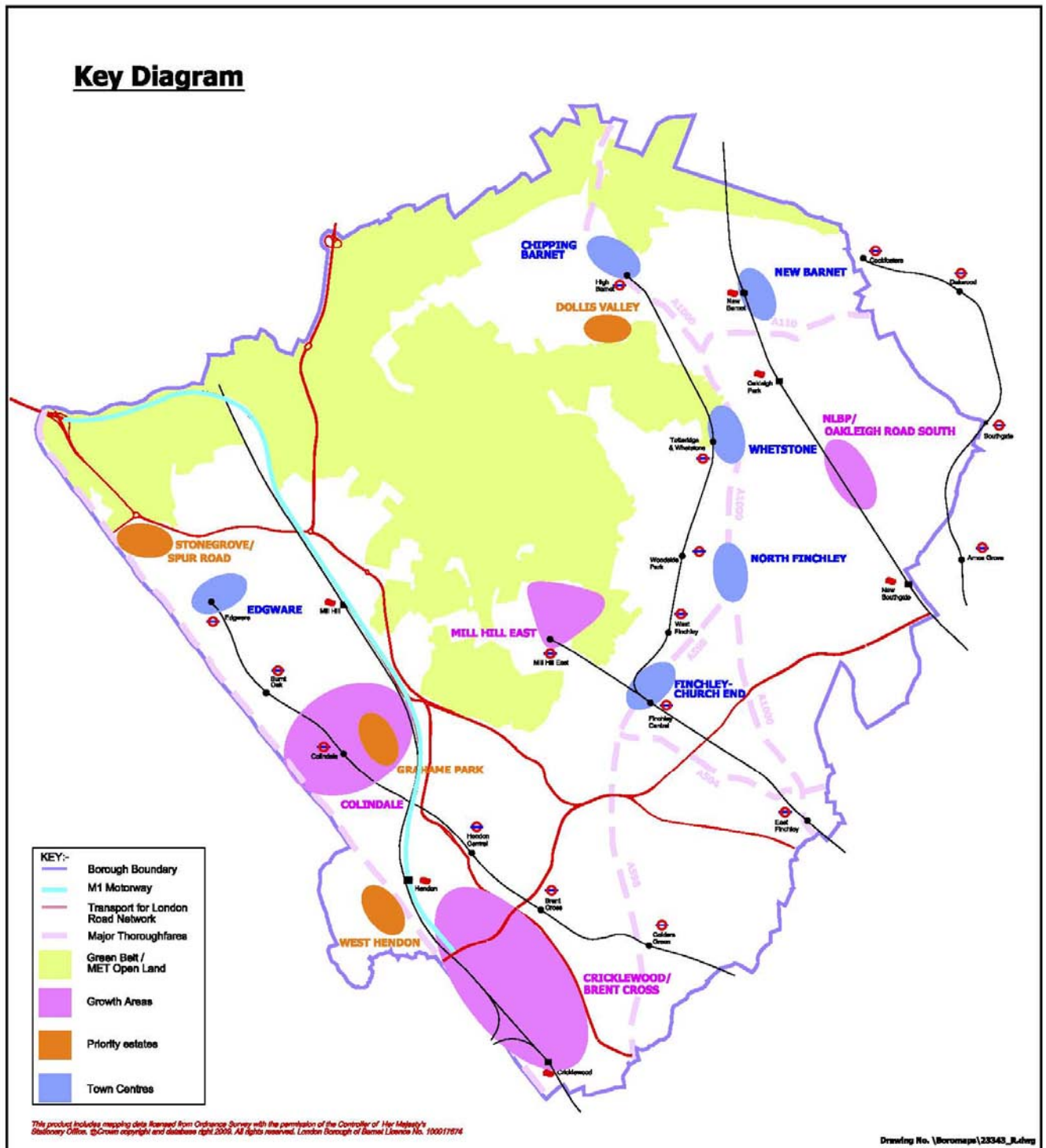
- **Allow growth to take place across all parts of Barnet**

We consider that the most appropriate and sustainable strategy is to concentrate growth in accessible locations where there are opportunities for redevelopment. This will reduce pressure for large scale development in more residential areas and increase our ability to secure necessary infrastructure and provide an appropriate mix of uses.

Unplanned growth in response to market pressures would entail piecemeal development in low density suburbs and greenfield land. The opportunity to focus investment on the regeneration of previously developed land in the west of the borough providing new homes, jobs and accompanying infrastructure would be missed. Barnet's town centres would also miss out on opportunities to improve their vitality and viability. Car trips and road congestion will increase as development will take place in areas with poor public transport accessibility.

The jobs and homes expected in Opportunity Areas such as Brent Cross - Cricklewood and Colindale and Areas for Intensification such as Mill Hill East are not supported then the Core Strategy will not be in general conformity with the London Plan.

Map 2 – The key diagram



## 8 Distribution of housing growth

- 8.1.1 Barnet is growing and its population is changing. By 2026 it is estimated that an additional 50,000 people will be living in the Borough, an increase of 15%. This growth will make Barnet the most populous borough in London.
- 8.1.2 The Green Belt and Metropolitan Open Land accounts for nearly 37% of Barnet representing one of the major challenges to new housing development in Barnet. If we are to adapt successfully to Barnet's growing population and protect Green Belt and Metropolitan Open Land we need to make the best use of brownfield (also known as previously developed) land.
- 8.1.3 Our partners have responsibilities for delivering housing, including Registered Social Landlords, private developers and land owners. The Council and its partners are also responsible for ensuring that the physical, environmental, social and community infrastructure required for both existing and growing communities is provided. The government's Planning Policy Statement 3 - Housing, advises that high quality housing should aim to create places that meet the needs of people, maintain and improve local character, and are accessible to open spaces, give choice to transport options and local facilities.
- 8.1.4 The overall spatial strategy for Barnet is illustrated in the Key Diagram. This shows the broad location of Barnet's growth areas. Policy CS 2 sets out how this growth will be distributed in Barnet.
- 8.1.5 The North West London-Luton Coordination Corridor is a growth area of regional importance. Development has been identified in the western side of the borough at Brent Cross as well as Colindale and Mill Hill East as Barnet's strategic contribution to the corridor. Partnerships are developing with North West London boroughs (Brent, Camden and Harrow) and the GLA, with inter-regional co-ordination partnerships emerging in the future, to plan sustainable growth between London and the areas linked physically and economically along this corridor outside the city.
- 8.1.6 Barnet's housing trajectory up to 2025/26 shows that over 28,000 new homes will be built in Barnet over the 15 year life of this Core Strategy (between 2011/12 and 2025/26). Development sites in the growth areas are identified in the Mill Hill East Area Action Plan (adopted 2009), the emerging Colindale Area Action Plan (submission 2009), and the adopted Brent Cross Cricklewood and West Hendon Development Framework (Supplementary Planning Guidance adopted in 2005). Of this figure up to 20,000 new homes will reflect the potential of Colindale, Cricklewood - Brent Cross and Mill Hill East.
- 8.1.7 It is estimated that a further 2,500 new homes will be delivered through the regeneration of housing estates at Dollis Valley (subject to a new masterplan), Stonegrove / Spur Road and West Hendon<sup>2</sup>.
- 8.1.8 Beyond the growth areas and priority housing estates other locations considered suitable because of their accessibility by a choice of transport modes and having a character more appropriate to higher density mixed use development. These locations include the six town centres of Edgware, Chipping Barnet, Finchley Church End, New Barnet, North Finchley, and Whetstone. Further opportunities for higher density residential development of appropriate scale and mass will be identified on the major thoroughfares of the borough A5 (Edgware Road, Burnt Oak Broadway),

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<sup>2</sup> The number of new homes at Grahame Park is already included within the Colindale AAP.



A1000 (Great North Road), A504 (Hendon Lane - Finchley Lane), A598 (Finchley Road) and A110 (East Barnet Road).

- 8.1.9 Through enhancement and infill development the town centres of Chipping Barnet, Edgware, Finchley Church End, New Barnet, North Finchley and Whetstone are estimated to have the potential to deliver a further 1,200 new homes between 2011/12 and 2026/27. Choices and opportunities for town centre enhancement and infill will be identified through the programme of town centre strategies and the Site Allocations DPD. Policy CS 4 - Promoting Barnet's Town Centres sets out our approach to all town centres in Barnet.
- 8.1.10 The dominance of flatted development along large stretches of the major thoroughfares (apart from the A5 which is predominantly commercial) identified in the Key Diagram has contributed to a distinct lack of uniformity which is a strong characteristic of suburban terraces, semi-detached and detached houses in the borough. With the benefit of detailed design guidelines on appropriate densities, and taking into account future levels of public transport accessibility these routes have the potential to deliver nearly 900 new homes between 2011/12 and 2026/27.
- 8.1.11 Our Annual Monitoring Report (AMR) includes the Housing Trajectory up to 2016/17 which provides more detail on how London Plan targets are being delivered. The AMR also sets out Barnet's five year supply of housing and the allocated schemes that make up the components of supply. As supporting evidence for the Core Strategy we have published a trajectory that extends to 2026/27 (see Figure 2).
- 8.1.12 Central to our overall approach to adapting to Barnet's future growth is ensuring that it is managed in a sustainable way, that it provides opportunity and benefits to the borough and that it protects and enhances our environment, heritage and quality of life.

## 8.2 Mixed use development

- 8.2.1 The provision of an appropriate mix of uses can also contribute to sustainably managing Barnet's growth and making efficient use of brownfield land. The benefits of a mix of uses is that they can :
- reduce the need to travel, reducing congestion and helping to improve air and noise quality;
  - increase the supply of housing especially above ground floor commercial development in town centres; and
  - promote successful places with a range of activities that are used throughout the day, increasing safety and security.
- 8.2.2 Encouraging greater housing development within or on the edge of some of Barnet's town centres is an option that allows mixed uses such as flats above shops which add vibrancy and greater all round activity. This can provide attractive locations for people who want to live close to services, jobs and public transport, for example, older people, single people and couples. Town centre locations may not be suitable for the majority of families or for those who need access to their own car, as parking is likely to be restricted. Encouraging a mix of uses including residential means space is being used more efficiently through multi-purpose use of facilities such as car parks and local services and providing informal surveillance.
- 8.2.3 Further detail on our approach to mixed use development will be set out in the Development Management Policies DPD. The Site Allocations DPD will allocate specific sites for a mix of uses and provide guidance on their future development.

## 8.3 Optimising housing density

- 8.3.1 One way of making the most efficient use of our land and buildings is to encourage higher densities. We will encourage higher density development in the growth areas, the priority six town centres and other identified locations that are accessible by public transport. However density should not drive development, it is an important factor to take into account along with local character, accessibility and infrastructure. The existing London Plan sets out an approach to maximising the potential of sites, ensuring the maximum intensity of use compatible with local context and public transport capacity. With regard to the existing London Plan matrix we will expect to optimise densities rather than maximise them. We will utilise the proposed new density matrix in the reviewed London Plan to reflect local context, public transport accessibility and availability of social infrastructure.

### Policy CS 2 - Distribution of Growth in Meeting Housing Aspirations

On the basis of our Three Strands Approach we expect that in the range of 28,000 new homes will be provided within the lifetime of this Core Strategy 2011/12 to 2026/27.

As our focus of growth we will promote opportunities on the west side of the borough in the strategically identified North West London – Luton Coordination Corridor. We will promote the following growth areas in the Corridor :

- Brent Cross - Cricklewood - 7,500 new homes
- Colindale - 10,000 new homes
- Mill Hill East - 2,000 new homes

We will also promote the following sustainable locations with good access to public transport as the main focus of enhancement and major infill housing development :

- Through a programme of town centre strategies we will develop frameworks for the town centres of Chipping Barnet, Edgware, Finchley Central, New Barnet, North Finchley and Whetstone which will provide for residential uses above ground floor level,
- North London Business Park and Oakleigh Road South - develop 400 new homes by 2019/20 as part of a mixed use development in accordance with adopted Planning Brief of June 2006
- major transport routes including the A5 (Edgware Road - Burnt Oak Broadway), A1000 (Great North Road - High Road), A504 (Hendon Lane - Finchley Lane), A598 (Finchley Road) and A110 (East Barnet Road)

We will, in order to meet the Decent Homes standard, and deliver a greater range and variety of accommodation, also promote the regeneration of housing estates at :

- Grahame Park - developing 3,400 new mixed tenure homes by 2024/25 as replacement for 1,342 homes that will be demolished (net increase of 2,058 homes);
- West Hendon - developing 2,171 new mixed tenure homes by 2026/27 as replacement for 684 homes that will be demolished (net increase of 1,487 homes);
- Stonegrove and Spur Road - developing 999 new mixed tenure homes as replacement for 603 homes that will be demolished (net increase of 396 homes) by 2020/21; and



- Dollis Valley - developing 950 to 1, 000<sup>3</sup> new mixed tenure homes (net increase of 544 to 594 homes) by 2026/27.

Our strategic approach on further development opportunity sites will be set within the context of the density matrix in the existing London Plan. We will seek to optimise rather than simply maximise housing density to reflect local context, public transport accessibility and provision of social infrastructure.

## 8.4 Alternative options

8.4.1 Other options considered at the Issues and Options stage are summarised below along with our reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Report for a summary of the comments received and our response to them.

- **Allow growth to take place across all parts of Barnet**

The reason for not choosing this option is set out at Policy CS 1 - Barnet's Spatial Strategy

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<sup>3</sup> Subject to a new masterplan

## 9 Protecting and enhancing Barnet's character

- 9.1.1 Feedback from Barnet residents is that the borough is considered distinctive as a place because of the sum of its constituent parts clustered around a network of 20 town centres and their suburbs.
- 9.1.2 Much of Barnet's character is derived from those areas that are already protected by planning policy – Green Belt, Metropolitan Open Land, Sites of Nature Conservation Importance, Historic Parks and Gardens and the 18 conservation areas. Our conservation areas include Hampstead Garden Suburb and some other small enclaves of classic suburbs, and attractive former villages such as Mill Hill, Monken Hadley and Totteridge. Outside of these designations and the major housing growth areas identified in the Key Diagram are other areas of high quality residential stock that remain unprotected and at risk from unmanaged growth. Most of Barnet's suburbs although they contribute to the distinctiveness of the Borough do not merit designation as conservation areas which benefit from statutory protection.
- 9.1.3 Most residential streets in Barnet, including Victorian and Edwardian terraces and interwar suburbs, follow a conventional perimeter block structure which comprises houses facing onto the street with private enclosed gardens behind. This structure is a proven model of urban development and a fundamental element of good design. Infill development and flatted schemes in particular can weaken this relationship between building and street.
- 9.1.4 For Barnet to grow successfully it is imperative that safeguards are in place to protect and enhance the suburban quality of the borough. There is a need to identify the physical elements within the built environment that give Barnet its character and highlight those areas of the borough that may require further protection from development.
- 9.1.5 We commissioned the Barnet Characterisation Study to identify those areas that can accommodate growth and those that should be safeguarded. In examining the built environment we are able to highlight the uniformity of suburban streets and the continuation of suburban detached, semi-detached and terraced houses to local character. This helps to highlight areas of special local distinctiveness that are worthy of protection from development.
- 9.1.6 The assessment also provides direction for development to places that have lost their uniformity (and most of their character) through incremental and insensitive development. The main thoroughfares of Barnet identified on the Key Diagram are roads that were once dominated by large Victorian and Edwardian buildings. Since 1945 many of these buildings have been demolished and replaced by low rise apartment blocks with flat roofs. Policy CS 2 - Distribution of Growth in Meeting Housing Aspirations highlights these areas as having potential for successful infill development which respects existing plot structure and building massing.
- 9.1.7 The Barnet Characterisation Study excluded major growth areas, Green Belt and conservation areas and then broke down the remaining urban area of Barnet into five different primary typologies. These are :
- box development eg out of town retail such as Friern Bridge Retail Park;
  - campus development eg Middlesex University at Hendon;
  - cores and town centres eg Chipping Barnet;

- Residential estates eg Sweets Way in Whetstone; and
- Residential streets eg Brunswick Avenue in Brunswick Park.

9.1.8 The Study focused on the residential streets of the borough. These streets were characterised by houses facing onto a street, where pedestrian movement and vehicular movement are integrated. Residential streets were assessed in the Study in terms of:

- density;
- building types and units;
- enclosure, street width, setbacks and building height;
- architectural treatment / style / period; and
- landscape character / streetscape and topography.

9.1.9 On the basis of this assessment six secondary typologies were identified :

- **linear rural** – the product of sporadic, piecemeal growth along country lanes or tracks which are often later widened or straightened to take more traffic yet retain their informal character – example - Barnet Road which meanders from Whalebone Park to Barnet Gate, EN 5;
- **suburban periphery** - possess a very wide street profile and a leafy and exclusive character. Detached houses are set well back from highway with substantial mature front gardens. Car parking is integrated into front gardens or private garages. Predominantly in east of Borough – example – Oakleigh Avenue, N20;
- **suburban** – product of interwar period, the time of Barnet's fastest growth and the period which most strongly typifies the borough. The prevailing suburban model was detached or semi-detached. After 1930 more houses were built with garages and driveways Distributed throughout Barnet – example – Broadfields Avenue, HA 8;
- **suburban terrace** – product of a range of architectural styles including Victorian and Edwardian as well as inter-war when most were built. Retains strong sense of cohesion and consistency. A smaller variant of speculative semi-detached housing which is a product of municipal or tied housing development. Largely inspired by arts and crafts movement – Distributed in southern and eastern halves of Barnet - example – Berkley Crescent, EN 4;
- **urban terrace** – focused mainly in south and east of borough and close to overground rail stations and largely Victorian and Edwardian in origin – example – The Drive, NW 11; and
- **flats** – purpose built and generally bulkier, typically replacing one or more Victorian / Edwardian period houses within existing street frontages. Distributed along main thoroughfares including A5 and A1000 – example – Lyonsdown Road, EN 5.

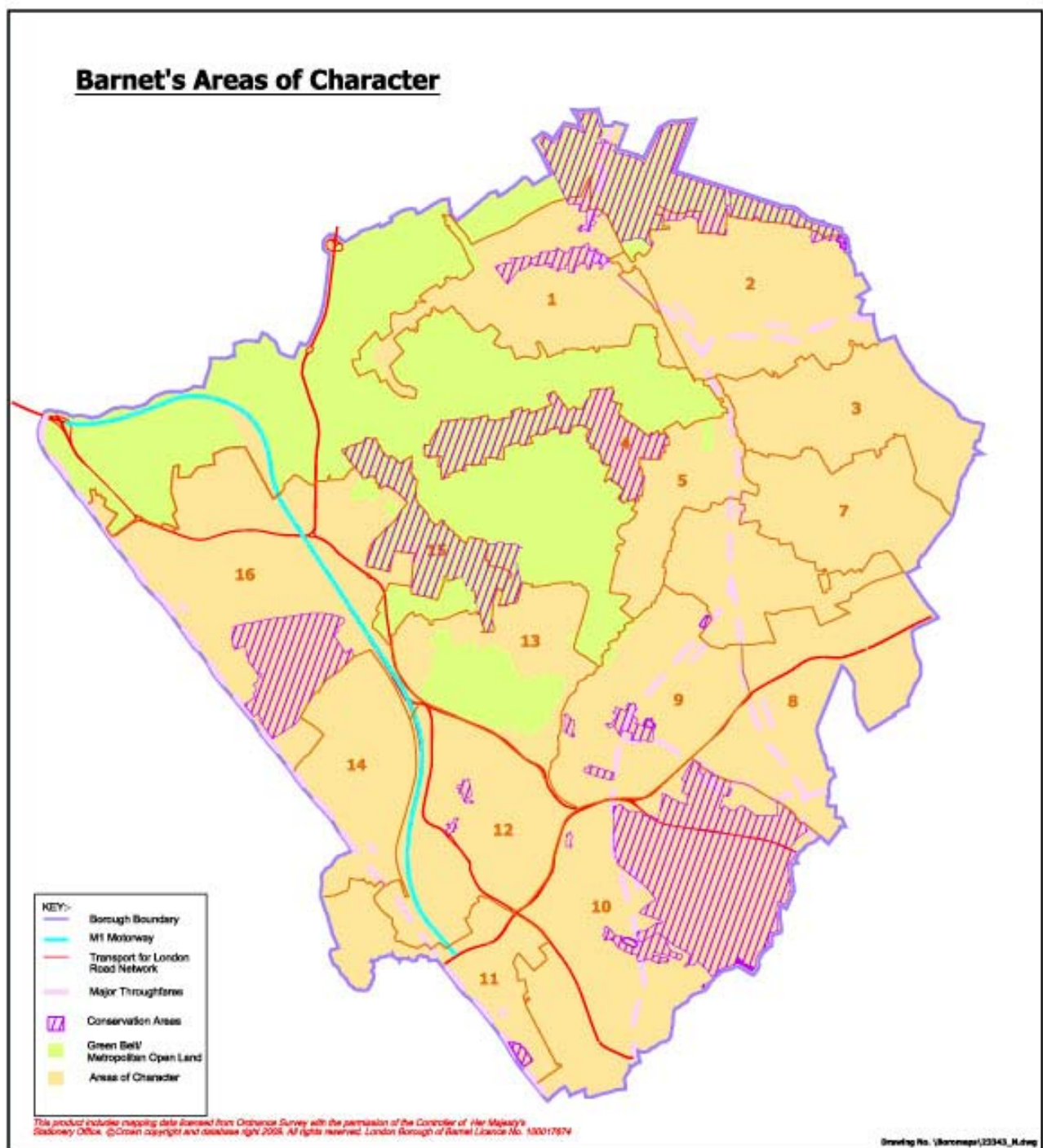
9.1.10 Using the secondary typologies the borough has been divided into 16 character areas (Map 3). The spatial definition of each area (identified in Table 2) corresponds with locations that can be understood as single cohesive places. The draft Characterisation Study has initially highlighted within the 16 character areas several places with a special locally distinctive character including Chipping Barnet, East Finchley, Golders Green, New Barnet and North Finchley. Further detailed

assessment will set out the boundaries of such areas, why they are worthy of protection and how they will be protected.

**Table 2 – Barnet's Areas of Character**

1.	Chipping Barnet
2.	New Barnet
3.	Oakleigh Park and East Barnet
4.	Totteridge
5.	Whetstone and Woodside Park
6.	Friern Barnet and Brunswick Park
7.	North Finchley and Colney Hatch
8.	East Finchley
9.	Finchley
10.	Golders Green and Hampstead Garden Suburb
11.	Brent Cross - Cricklewood
12.	Hendon
13.	Mill Hill East
14.	Colindale
15.	Mill Hill
16.	Edgware and Burnt Oak

## Map 3 – Areas of character



## 9.2 Gardens

- 9.2.1 Gardens have an important contribution to make to the suburb and its quality of life. As well as contributing to biodiversity, reducing flood risk and providing private play space they contribute to local character and amenity. Therefore the damage to character caused by their inappropriate development has been highlighted in the Characterisation Study.
- 9.2.2 Barnet's Characterisation Study identified the severe impact of off-street car parking on the dominant street typologies. Protecting front gardens and highway verges from use as off-street car parking not only helps to preserve suburban character it also helps to reduce flood risk and mitigate climate change by retaining more natural rather than hard artificial surfaces.
- 9.2.3 Barnet has examined over a 5 year period (2003 to 2008) the number of planning applications involving housing development within the curtilage of an existing dwelling house which were approved or refused. This is considered by CLG to provide an indication of the extent of 'garden-grabbing'. Over 1,000 applications were refused and 144 approved, of which 111 had been allowed on appeal. These permissions if implemented would generate 689 units in five years. Barnet's five year supply of housing 2009/10 to 2013/14 as set out in the Annual Monitoring Report totals 10,713 units. Permissions for the development of garden land do make a contribution to meeting our housing targets. However as Barnet has clearly identified areas for housing growth we will take a robust approach to proposals that involve the loss of back gardens and is detrimental to the suburban character that makes Barnet a distinctive place.
- 9.2.4 In order to provide protection for green spaces at the front and back of houses the Development Management Policies DPD will set out a criteria based policy for assessing proposals involving gardens.
- 9.2.5 The Mayor has highlighted that in his review of the London Plan he will give greater protection to back gardens because of the wide ranging contributions that they make to the city. He proposes to set a general presumption against their loss.

## 9.3 Design quality

- 9.3.1 In his Initial Proposals for the review of the London Plan the Mayor set out his intention to publish a Housing Design Guide which will outline the essential requirements for all new build housing that contains affordable housing or has public sector funding. This Design Guide will establish new requirements for minimum internal space standards, the greening of new homes to help address climate change, accessible housing and lifetime homes standards. The Design Guide will also address external quality issues such as outdoor amenity space and reducing opportunities for crime and anti-social behaviour. In establishing a new London vernacular the requirements of the Mayor's Housing Design Guide will be extended to cover all tenures of new housing.
- 9.3.2 The government's advisor on urban design, CABI, has prepared guidance, for example, 'Towards Excellence in Urban Design' and English Heritage's document, 'Suburbs and the Historic Environment' deals with suburban issues.
- 9.3.3 The Core Strategy sets out the intention to address the strategic needs for family accommodation largely provided by houses and the need to protect such housing within established residential streets which because of their rhythm and cohesiveness contribute to local character. The Core Strategy also sets out those locations where further flatted development will not impact on the dominant



character of main thoroughfares as identified on the Key Diagram. The Development Management Policies DPD will provide policies for each of the six secondary typologies highlighted above in order to clarify the key considerations that new design should adhere to. It will also set the framework under which more detailed design guidance can be produced.

### **Policy CS 3 - Protecting and enhancing Barnet's character**

We will ensure that development in Barnet respects local context and distinctive local character and creates :

- safe and attractive building layouts;
- vibrant, attractive and accessible public spaces; and
- sustainable and adaptable buildings and spaces of the highest quality that further enhance the borough's high quality suburbs and historic areas.

In order to further protect the borough's high quality suburbs we will seek, outside of the existing conservation areas, to identify places of special locally distinctive character. The draft Barnet Characterisation Study forms the baseline for the identification of places with a consistent and coherent architectural character. Further detailed assessment will set out the boundaries of such areas, why they are worthy of protection and how they will be protected.

Within established residential streets where buildings have been identified as having a clear rhythm and cohesive character we will encourage development of a similar scale in order to address needs for family accommodation.

We will produce detailed design guidelines for those areas of the borough where:

- further flatted development will not detract from the dominant character of the street (such as the main thoroughfares identified in the Key Diagram) ; and
- the residential typology remains dominant but the character has been undermined by inappropriate flatted development.

## **9.4 Alternative Options**

9.4.1 Other options considered at the Issues and Options stage are summarised below along with our reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Report for a summary of the comments received and our response to them.

- **Design and Access Statements should set out how they respect local character, distinctiveness and sustainability**

It is considered that this option relates to detailed rather than strategic matters and is better addressed in the Development Management Policies DPD.



## 10 Vibrant suburban town centres

- 10.1.1 Our suburban town centres are the economic, civic, retail, leisure and transport hubs of Barnet and a good indicator of the economic, environmental and social health of the borough. The network of 20 town centres in Barnet plus Brent Cross contributes significantly to the economic prosperity of Outer London as a whole. Each centre has a special character that contributes to Barnet's distinctiveness and nearly every resident lives within half a mile of a town centre.
- 10.1.2 In his review of the London Plan the Mayor has highlighted London's town centres as a strategic focus for commercial development outside central London and for intensification including residential development. This represents a change of direction from the existing London Plan which focused on strengthening Central London as the place for commercial activity. Emerging town centre policy should ensure that the evolution of town centres provides improving, convenient and sustainable access to the widest range of competitively priced goods and services. The Mayor considers that town centres have a role in accommodating long term growth pressures and meeting local retail, employment, leisure and civic needs and highlights their contribution to a sense of place and local identity.
- 10.1.3 Having a variety of town centres with different functions provides diversity and choice for people living and working in the borough and also attracts people from elsewhere. Jobs in retail and other services make up more than half of all jobs in the borough.

### 10.2 Barnet's distinctive town centres

- 10.2.1 Barnet has a complex pattern of town centres with a hierarchy comprised of Edgware, a major centre, along with 14 district centres and 5 local centres. Map 4 shows the distribution of Barnet's town centres. The borough has the most district town centres in London. Table 3 sets out the position of town centres in the London Plan hierarchy. In December 2007 we produced a review 'Creating Vibrant Suburban Town Centres in Barnet' which assessed the performance of town centres. The review highlighted that:
- 95% of residents do their main shopping in Barnet's town centres;
  - three quarters of residents visit town centres in Barnet up to four times a week;
  - two thirds of residents use Barnet's town centres for evening leisure activities; and
  - Barnet's town centres are sustainable – walking is the second most popular mode of access and those who walk to town centres spend more money there
- 10.2.2 The review highlighted what could improve the town centres including more retail provision, more affordable car parking, better public realm and less anti social behaviour. It found that:
- Finchley Church End is considered to be a popular place for food shopping;
  - North Finchley is the second most visited town centre in the borough after Brent Cross and has the second highest financial turnover of town centres;
  - Whetstone is considered a clean, safe and pleasant place to shop;
  - Chipping Barnet is considered to have problems with car parking and negative perceptions on safety;

- New Barnet is considered to lack a sense of place;
- Edgware is considered to have poor public realm;
- Golders Green and Whetstone have changed their functions from providing a range of comparison and convenience goods to become more dependent on leisure services and evening economy roles, (i.e. restaurants, cafes, bars and clubs); and
- East Barnet and East Finchley have limited capacity for major commercial growth but retain a 'village' feel.

10.2.3 In order to provide an overview of the health of the town centre network and to consider the capacity for future retail development in Barnet a Town Centre Floorspace Needs Assessment was conducted in 2008/09. The Needs Assessment concluded that:

- Brent Cross and Edgware, the borough's two largest centres are generally performing well and in line with their respective positions in the retail hierarchy;
- North Finchley, Chipping Barnet, East Finchley, Golders Green, Mill Hill, Temple Fortune and Whetstone district centres are vital and viable and performing their role in the town centre hierarchy well;
- Brent Street, Burnt Oak, Cricklewood, Colindale - The Hyde, Finchley Church End and Hendon Central district centres are not as healthy as some of the other centres in the hierarchy with a lower quality retail offer, fewer multiple retailers and more limited comparison goods provision;
- New Barnet is the only district centre which has less than average provision in all retail categories and a number of vacant units contributing to an above average vacancy rate;
- the five local centres in the borough - East Barnet, West Hendon, Friern Barnet, Childs Hill and Market Place - are more comparable in terms of their overall scale and offer which is largely service-orientated. West Hendon appears most dilapidated, deprived and in need of enhancement, something the report recognises Barnet is seeking to address through its regeneration programme; and
- the ten neighbourhood centres are also broadly inline with their status at the base of the retail hierarchy.

10.2.4 The Town Centre Needs Assessment compared the main centres in Barnet, specifically Brent Cross, Edgware and North Finchley with other centres in the sub region. The aim of this exercise was to understand where Barnet's residents were spending their money. It found that Brent Cross attracted the highest number of shoppers from Barnet, with approximately £570m of comparison goods expenditure, equating to 26.6% of the total available from within the survey area. This was followed by Central London (West End). Other competing centres with Brent Cross, Edgware and North Finchley were Harrow, Watford, Enfield, Wood Green and Borehamwood; although North Finchley attracted the third highest number of shoppers from the survey area. The survey took place before Westfield Shopping Centre in West London opened in October 2008.

### 10.3 Retail need and capacity - convenience goods

10.3.1 The Town Centres Floorspace Assessment highlighted good convenience store provision in Barnet. Edgware and all district centres have at least one convenience

store, with the larger centres having larger stores and a greater product range. Independent retailers – butchers, bakers, greengrocers and delicatessens - are also present in district centres. There is also good convenience provision in the local and neighbourhood centres. As well as eight out of centre supermarkets in Barnet there are 54 local parades and shops in the borough. These local parades and shops supplement the retail offer in Barnet's larger town centres. Limited increases in convenience goods capacity are forecast (up to 5,028 m<sup>2</sup> by 2021) and this can be addressed by stores in the development pipeline. On the basis of the Assessment analysis there is little quantitative need to plan further significant convenience goods provision in the lifetime of the Core Strategy.

## 10.4 Retail need and capacity - comparison goods

- 10.4.1 The Assessment highlighted good comparison goods provision in Brent Cross, Edgware, North Finchley, Chipping Barnet, Mill Hill, Temple Fortune and Whetstone. There is mixed performance amongst town centres and out of centre retail parks such as Staples Corner and Friern Bridge. A comparison goods capacity of 81,024 m<sup>2</sup> is forecast by 2021 and although this is significant it will be largely absorbed by the development of a new town centre at Brent Cross Cricklewood. Assuming continued expenditure growth there will be increased capacity for comparison goods beyond the Brent Cross Cricklewood development and this should be absorbed by development opportunities in Edgware, North Finchley and Chipping Barnet.

**Table 3 - Barnet's network of town centres**

**Metropolitan centres** are located mainly in Outer London; these centres serve wide sub regional catchment areas and offer a high level and range of comparison shopping. They typically have over 100,000 m<sup>2</sup> of retail floorspace, including multiple retailers and department stores. Metropolitan centres also have significant employment, service and leisure functions. Although **Brent Cross** has limited convenience and service provision, this will be addressed in the redevelopment of the Brent Cross Cricklewood area which will create a new town centre which will have a Metropolitan role.

**Major centres** are important shopping and service centres, often with a borough-wide catchment. Their attractiveness for retailing is derived from a mix of both comparison and convenience shopping. Some major centres, which have developed sizeable catchment areas, also have some leisure and entertainment functions. Major centres normally have over 50,000 m<sup>2</sup> of retail floorspace. **Edgware** has a wide variety of retail provision serving a major centre. **North Finchley** is considered to have potential to be a Major Town Centre.

**District centres** have traditionally provided convenience goods and services for more local communities and are distributed across Barnet. Some district centres have developed specialist shopping functions, often as a result of their lower rents. Developing the capacity of district centres for convenience shopping is critical to ensure access to goods and services at the local level. Many have a linear nature, which may need to be consolidated to make more efficient use of land and transport capacity.

**Neighbourhood** and more **Local centres** provide services for local communities and are of cumulative strategic significance. Local centres have a comparable service-orientated offer of shops. Neighbourhood centres occupy the base of the retail hierarchy and are largely service orientated with cafes, takeaways, health and beauty services, newsagents and small convenience stores.

## 10.5 Brent Cross - Cricklewood

- 10.5.1 Brent Cross is London's only regional shopping centre and Barnet's largest shopping location, but it is not yet designated as a town centre in the London Plan. Plans are now in place, including specific development proposals to regenerate Brent Cross - Cricklewood. There is now an opportunity to create a new "metropolitan" town centre for London and a sustainable mixed use centre for Barnet which underpins the wider regeneration and supports over 150,000 m<sup>2</sup> of retail related development.
- 10.5.2 The proposal includes the extension and conversion of the existing 'out of centre' Brent Cross Shopping Centre into the heart of a new town centre which will extend across the A406 North Circular Road and will be well-integrated to the rest of the Brent Cross - Cricklewood area.
- 10.5.3 Proposals involve the creation of a new 'High Street' to the north and south of the North Circular Road linked by a new bridge. The High Street will be modelled on traditional shopping streets and will include a diverse mix of town centre uses including shops selling a range of convenience and comparison goods together with other neighbourhood and service uses and food and drink establishments.
- 10.5.4 The application proposals comprise a net addition of 55,000 m<sup>2</sup> gross comparison retail floorspace as part of town centre north which is equivalent to the quantum established by the adopted UDP. Comparison floorspace to the North will feature up to 61,545 m<sup>2</sup> of new floorspace with 6,545 m<sup>2</sup> of existing floorspace within Brent Cross Shopping Centre to be decommissioned.
- 10.5.5 The regeneration of Brent Cross will create a new commercial district including a new office quarter. The Station Quarter at Brent Cross - Cricklewood will form the commercial hub for the new development. It will include approximately 370,000 m<sup>2</sup> of office space which would provide accommodation for an estimated 17,000 employees. The predominant use within this zone is business and employment with some retail and other commercial uses at ground floor and some residential at upper levels.
- 10.5.6 With its greater than sub regional reach in its retail strategic functions Brent Cross also has potential to become an Outer London Development Centre (OLDC). An OLDC is considered a location more appropriate to accommodating the scale and nature of growth likely to come forward, to minimise need to travel and to complement existing structures.

## 10.6 Town centre frameworks

- 10.6.1 In order to create the right environment to enable and facilitate private sector investment and growth in Barnet's town centres we produced a Suburban Town Centre Strategy in April 2008. This focused on eight objectives:
- improve the appearance of Barnet's town centres;
  - ensure effective control of parking arrangements;
  - manage development opportunities and changes in planning use effectively;
  - effectively regulate the street trading environment;
  - maximise take up of trade waste contracts;
  - improve residents' feelings of safety and security;

- improve access to information on town centres; and
- ensure consistency with other corporate programmes.

10.6.2 The Town Centre Floorspace Needs Assessment identified the capacity of Barnet's centres to accommodate new development by 2026. Key opportunities for substantial enhancement in comparison retail offer are located within Edgware and North Finchley. The former market site in Chipping Barnet provides an opportunity to increase comparison goods provision in that centre. New Barnet offers an opportunity for additional convenience goods floorspace with a mixed use development on the former gas works site. Whetstone offers opportunities for other town centre uses and mixed use residential development. The Suburban Town Centre Strategy identified six centres where more detailed planning frameworks will support the potential for future growth and manage anticipated change. These are:

- Chipping Barnet ;
- Edgware;
- North Finchley;
- Finchley Church End;
- New Barnet; and
- Whetstone.

10.6.3 A number of these centres are also located at significant public transport nodes and it is vital that plans and proposals for these centres are taken forward in partnership with Transport for London. The frameworks will:

- address the mixture of land uses, primarily for retail (at ground floor level) but also including residential, leisure, employment and community facilities and will develop a strategy for the town centre, which provides a framework for making decisions on current and future proposals, in a manner that facilitates the overall improvement of the area;
- create a strategy, which promotes and maximises existing and future movement opportunities including public transport and pedestrian and cycle connections;
- encourage high quality buildings and public spaces throughout the centre to help foster local distinctiveness;
- promote a safer and more secure environment in which all sectors of the community can have a sense of ownership of and pride in the town centre;
- create a clear role for the town centre in the context of the planned growth at Brent Cross and other centres identified for change; and
- identify and take account of the opportunities and constraints for sustainable development.

10.6.4 Frameworks will be subject to community engagement and will inform the next stage of the Core Strategy and the development of the Site Allocations DPD.

10.6.5 Development opportunities have also been identified at Burnt Oak, Colindale – the Hyde and Cricklewood that will enhance the overall attractiveness of these centres. Further opportunities for a second wave of town centre enhancement will be pursued at smaller centres that attract private sector interest or have been highlighted for priority action.

## 10.7 Neighbourhood centres and shopping parades

- 10.7.1 Suburban Barnet also contains a large number of neighbourhood centres and local parades of shops. These shops fulfil a vital need for many residents without access to a car or who are reluctant to travel to larger centres. Neighbourhood centres can provide local services in sustainable locations, particularly for lower density suburbs, such as hairdressers and cafes and these cater for different communities. These centres make a major contribution to the sustainability and cohesion of neighbourhoods.

## 10.8 Role and function of town centres

- 10.8.1 We recognise that the continued vibrancy and diversity of services offered in our town centres, neighbourhood centres and local parades of shops depends on access by all who want to use them. A balance must be found that encourages people to use local businesses in preference to out-of-town retail developments and this will be reflected in the provision of parking which encourages turnover whilst retaining facilities for loading and the disabled. Careful management is also required to protect Barnet's town centres from commuter parking by people travelling into Central London.
- 10.8.2 A 2009 report on housing intensification by the London Development Agency (LDA)<sup>4</sup> recognises that "if long-term changes in the operation of the retail market are negatively affecting town centres, conceptualising them as primary retail driven places can impede innovative solutions, whereas other town centre functions (leisure, local services, meeting place, employment space) might offer equal or more potential". It is also considered that as a result of retail decline, some town centres have contracted and created an opportunity for unplanned incremental development of a quality that has added little value to declining town centres. The LDA study considers that "edges of town centres would profit from more proactive planning and design strategies so that these locations are strengthened...". The decline of retail, particularly outside the core of town centres should therefore be seen as an opportunity to consider a planned strategy for housing intensification utilising the Town Centre Frameworks and the design guidance which is focused on Barnet's major thoroughfares as required by Policy CS 3 - Protecting and Enhancing Barnet's Character to improve the quality of the borough's most visible locations.

## 10.9 Other town centre uses

- 10.9.1 Barnet currently has a good provision and choice of commercial leisure and tourist facilities. The market largely determines the need for additional facilities such as cinemas, bingo, bowling, health and fitness and hotels. There is scope for centres to improve their evening economy offer and provision of restaurant and public house uses within secondary frontages.
- 10.9.2 If planning policies are very restrictive with regard to allowing changes in use, for example, from retail to businesses, it can result in high vacancy rates and a decline in the vitality of the centre as workers' and visitors' disposable income supports town centre and retail activities. There will always be changes taking place in the network of town centres, particularly in a borough as large as Barnet with such a diversity of centres and anticipated growth. People's habits change, businesses flourish or decline at the national, city and local level, and certain factors such as the fear of crime fluctuate.

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<sup>4</sup> 'SEVEN - Housing Intensification in seven South London town centres'



- 10.9.3 In order to maintain the vitality and viability of town centres, PPS 6 recommends that retail floorspace is concentrated within the core of commercial locations and that other town centre uses such as leisure, offices and community facilities are allowed on the fringe of the core. The boundaries of Barnet's network of town centres have not been specifically defined although the primary and secondary retail frontages of major and district centres are shown on the Proposals Map. In order to clarify between town centre and edge-of-centre sites we will undertake further work on frontages and boundaries.

## 10.10 Markets and affordable retail units

- 10.10.1 Markets at Burnt Oak (Watling Market), Chipping Barnet (Barnet Market) and North Finchley (Lodge Lane Car Park) serve a multitude of roles. They have long historical associations with the development of these places as retail centres ranging from 800 years at Barnet Market to over 70 at Watling Market in Burnt Oak. They also can provide greater retail choice and affordability as well as help to meet the needs of Barnet's diverse communities.
- 10.10.2 The availability and accessibility of local shops are an important aspect of 'Lifetime Neighbourhoods'. It is also important that the retail sector is diverse and successful and that new independent shops are given the opportunity to establish themselves as part of the retail offer in Barnet. We will explore the potential for utilising S106 contributions from major retail developments to ensure provision of affordable retail units.

### Policy CS 4 – Promoting Barnet's town centres

We will realise development opportunities for the town centres of Edgware, North Finchley, Finchley Church End, Chipping Barnet, New Barnet and Whetstone. We will pursue the individual planning objectives for each centre as set out in their Town Centre Frameworks through the delivery of environmental, design, transport and community safety measures:

- we will promote Brent Cross / Cricklewood as a new metropolitan town centre and an Outer London Development Centre following successful mixed use regeneration which delivers an additional 55,000m<sup>2</sup> (net) of comparison floorspace and 370,000 m<sup>2</sup> of office floorspace;
- we will promote successful and vibrant centres throughout Barnet to serve the needs of residents, workers and visitors and ensure that new development is of an appropriate scale and character for the centre in which it is located;
- we will ensure that food, drink, entertainment uses do not have a harmful effect on residents and the local area;
- we will ensure the efficient use of land and buildings in town centres, encouraging a mix of compatible uses including retail, managed affordable and flexible workspace, leisure and residential that add to the vibrancy of the area whilst respecting character;
- in order for them to compete with other centres and particularly out of centre retail parks and shops we will support retail uses in town centres by improvements to the public realm, the public transport network, short-trip parking and accessibility by cyclists and pedestrians;
- we will seek to protect and enhance more 'local' neighbourhood centres and parades of shops in terms of their potential contribution to sustainable suburbs and shopping; and



- we will seek to protect existing markets as part of the retail offer of Burnt Oak, Chipping Barnet and North Finchley town centres and, where appropriate, use S106 contributions to ensure the provision of 'affordable shops' in new retail development.

## 10.11 Alternative options

10.11.1 Other options considered at the Issues and Options stage are summarised below along with our reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Report for a summary of the comments received and our response to them.

- **Allow further shopping and commercial town centre related development to meet projected demand in any town centre in Barnet**

Spreading investment opportunities across the borough's town centres rather than focusing on those with greatest capacity may have a negative economic impact on the prosperity of the larger ones which are competing with town centres in neighbouring boroughs. It is considered that this option may attract inappropriate retail led development to those smaller town centres with less access to services and facilities. Such schemes are less likely to complement the existing commercial fabric of the town centre and may damage local distinctiveness.

- **Allow further shopping and commercial town centre related development to meet projected demand in existing out of centre retail parks in Barnet**

The Core Strategy Sustainability Appraisal highlighted that this option would have negative economic, environmental and social impacts. Retail parks are a focus for car-borne shopping and their promotion as a place for growth would impact on congestion. It would also divert investment away from town centres.

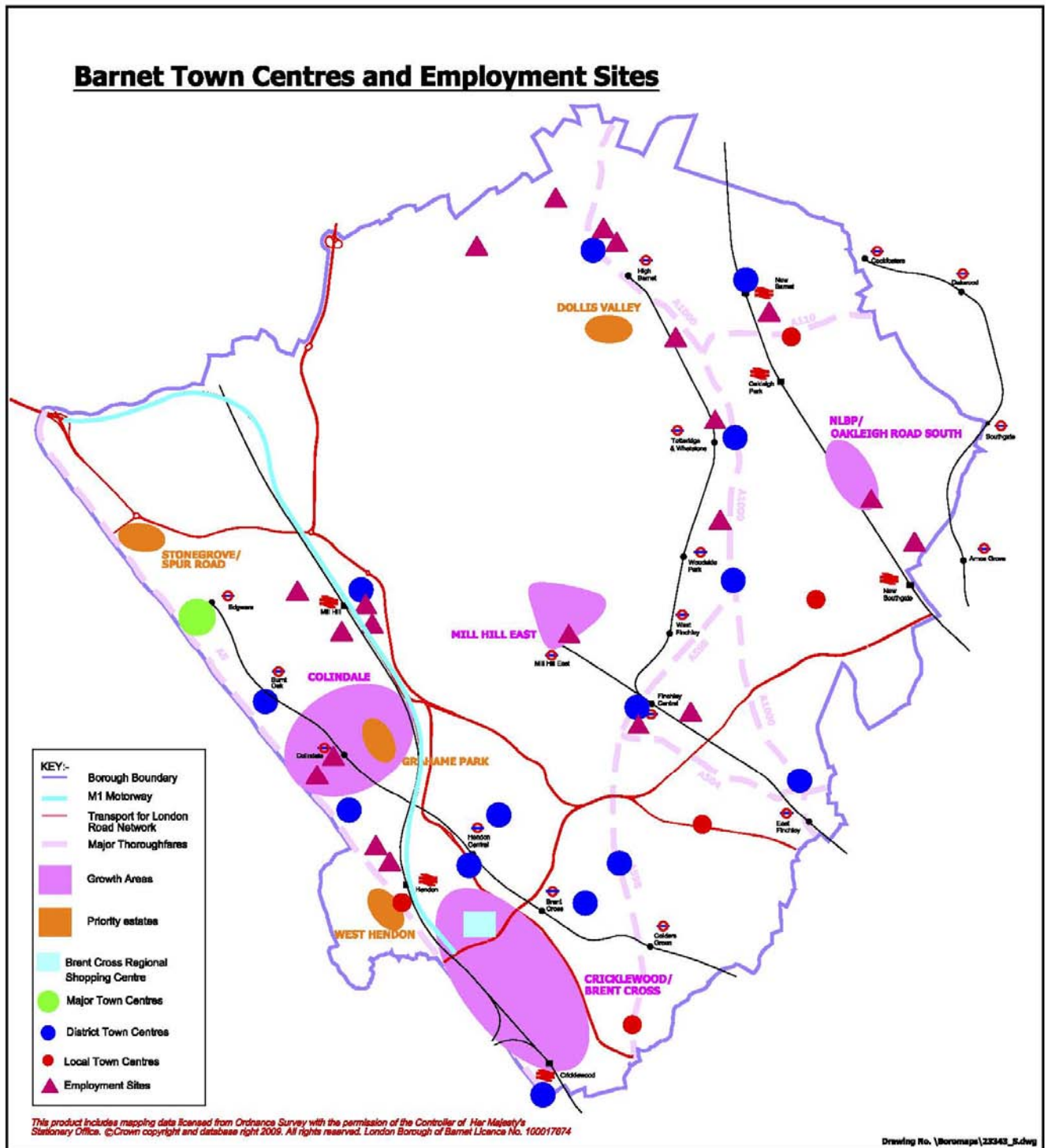
- **Allow retail expenditure to go outside Barnet**

The Core Strategy Sustainability Appraisal highlighted that this option would have negative economic, environmental and social impacts. The loss of investment opportunities would impact on all town centres and the sustained economic growth of the borough. Town centres may lose their historic identity as trading places and the opportunities for retail led mixed use development would be reduced. Out of borough retail will be further away for most residents making services less accessible.

- **Allow substantial mixed-use development in all town centres**

This option would have a negative impact on smaller town centres. Opportunities for infill rather than substantial mixed use development including use of space above shops will complement the scale of smaller town centres and help enhance distinctiveness.

Map 4 – Town centres and employment sites



# 11 Enhancing and protecting Barnet's open spaces

- 11.1.1 Barnet is one of the greenest boroughs in London with 28% of its area designated as Green Belt (2,466 ha) and 8% as Metropolitan Open Land (MOL) (690 ha). Barnet has over 200 parks and open spaces covering 848 hectares and 67 sites of nature conservation importance plus a site of special scientific interest at Brent Reservoir. The Sustainable Community Strategy highlights the importance of Barnet's green open spaces and that we all want to live in an attractive, clean and green environment. Our open spaces, outdoor sports and recreational facilities are an important element of the borough's character and careful protection of these assets is fundamental to the spatial vision.
- 11.1.2 Reflecting its outer London location many parts of Barnet have relatively easy access to open countryside. However people need green spaces close to where they live. A network of well designed, well maintained open spaces, outdoor sports and recreational facilities is vital to Barnet's success as a place to live.
- 11.1.3 Policy CS 4 - Enhancing and Protecting Barnet's Open Spaces seeks to ensure that the growth identified in Policy CS 2 - Distribution of Growth in Meeting Housing Aspirations will be supported by increases and improvements in open space provision including outdoor sport and recreation opportunities, and that development makes provision for biodiversity
- 11.1.4 Barnet's Open Space, Sport and Recreational Facilities Needs Assessment provides evidence on the existing open space network and its intrinsic values. It provides a basis for improving the quality and potential uses of open spaces to cater for increasing future demand arising from growth and the changing needs of the community. The Assessment will enable us to set within the Development Management Policies DPD local space standards for public parks, children's play facilities, outdoor sports provision, and natural and semi-natural green space (including Metropolitan Open Land). The Assessment identified 1192 ha of public open space in Barnet covering 14% of the borough. This includes those parts of Green Belt and MOL which are accessible to the public.

## 11.2 Barnet's parks

- 11.2.1 Barnet has a total of 73 public parks ranging from Hamilton Road Playground (0.04 ha) to Monken Hadley Common (41 ha). These are categorised according to the public open space hierarchy in the London Plan. A park covering 20 hectares or more is a District Park. Local Parks cover less than 20 hectares. Barnet has 7 District Parks and 66 Local Parks.
- 11.2.2 The primary green space assets in the borough are the 16 Premier Parks. With a Premier Park located within a one mile radius of almost every home in the borough these parks are managed to provide a high quality, recreational experience with an appropriate range of safe and accessible facilities to appeal to all ages (ranging from outdoor gyms at Oak Hill Park to skate parks at Friary Park).
- 11.2.3 Barnet has 57 other public parks which are not Premier Parks. A wider green space management and improvement approach is required to meet increasing need and demand for quality open space. Following publication of the Needs Assessment the Premier Parks Strategy will be reviewed.

- 11.2.4 According to the Assessment there is a good supply of district and local parks in Barnet with 1.55 ha per 1,000 residents. Map 5 shows distribution of public open space in the borough. Parks are not evenly distributed across Barnet. The more rural northern half has the largest area of parks but these are the least accessible. This provides a context for levels of formal provision and does not reflect informal use of open space nor patterns of usage of Barnet's or neighbouring borough parks such as Hampstead Heath and Canons Park.
- 11.2.5 Barnet's growth areas contain proposals to increase the supply of, as well as enhance, public open space in Barnet. The three main growth areas will create 21.8 ha of additional public open space as well as enhance provision at Bittacy Hill Park, Clitterhouse Fields, Montrose Park and Grahame Park.

### 11.3 Children's play facilities

- 11.3.1 Having more high-quality and safe places to play is a priority for both children and parents, both in terms of physical health and emotional wellbeing. The distribution of play provision for children is set out in Map 5. The Assessment identified 49 sites in the borough that provide formal play space for children, this equates to 0.5m<sup>2</sup> of space per child under 15 years. Less than half of the parks in Barnet have play provision for children. Overall 54% of Barnet's area is not within 600m of formal equipped areas for play and a significant increase in facilities is required as Barnet's population gets younger. The Assessment highlighted the need to improve access through public rights of way to play areas at Deansbrook Play Area, Fairway Children's Playground and Edgwarebury Park. It also identified 15 open spaces in areas with deficiency that have potential to provide play equipment
- 11.3.2 The Play Strategy 2007-2011 sets targets to build upon the current levels of usage and develop the availability of inclusive, accessible and good quality playspace near to where children and young people live. The Department for Children, Schools and Families is investing in play places for the 8 to 13 year old age group through its Play Pathfinders and Playbuilders scheme and Barnet will provide 22 natural play areas across the borough by 2011.

### 11.4 Playing pitches and outdoor sports

- 11.4.1 Barnet is well provided for in terms of playing pitches with 277 pitches covering nearly 160 hectares. There is 0.51 ha of playing pitches per 1,000 residents and almost the entire borough is within 1.2km of a playing pitch. Despite good geographical coverage there is demand for additional provision because of the quality of existing pitches (mainly due to poor drainage) and the lack of accessibility. The Assessment identified 13 sites that are not accessible in terms of walking, cycling, bus or rail.
- 11.4.2 The borough is considered to have a good distribution of bowling greens and tennis courts mainly within parks. Provision for basketball and netball courts is concentrated in the west of the borough around Burnt Oak. Further work is required on assessing distribution of these facilities outside of open spaces.

### 11.5 Natural and semi natural green space

- 11.5.1 Barnet's natural greenspace covers grassed areas, forest / woodland, natural heath, scrubland, common and wetland. The Assessment identified 743 ha of natural greenspace which has public access including 10 sites that are larger than 20 hectares. The distribution of natural green space is set out in Map 6. There is 2.36 ha of publicly accessible natural greenspace per 1,000 residents and as with parks there is a significant variation in distribution between north and south of the borough.

The majority of the Borough is within 1km of Metropolitan or Borough Grade Nature Conservation sites. The Assessment identified fifteen nature conservation sites that have poor accessibility in terms of walking, cycling, bus or rail and highlighted that access could be enhanced by improved signage.

## 11.6 Trees

- 11.6.1 Trees are important for their aesthetic value, as habitat, in shading, cooling and filtering the air and in removing carbon dioxide as well as providing oxygen. With 36,000 street trees in Barnet, the second highest number in London, they make an important contribution to quality of life. The Mayor intends to promote policies in his review of the London Plan that maximises the contribution that trees and woodlands make to quality of life in London and will encourage boroughs to prepare Tree Strategies as a framework for protection, enhancement and expansion of this resource. Barnet's existing Tree Strategy will be subject to review.

## 11.7 Sustainable food production

- 11.7.1 Our agricultural land and our allotments may also have potential for sustainable food production which can contribute to our economy and healthier lifestyle as well as reducing food miles. Barnet provides 6% of London's farmland<sup>5</sup>. The Outer London Commission highlighted that farms have the potential to play a greater role in the economy of Outer London. The Barnet Federation of Allotment and Horticultural Societies lists 46 allotment sites in Barnet providing a total of over 4,000 plots. Allotments are an important asset within Barnet, providing a wide range of benefits including healthy low cost food production to both communities and the environment.

### Policy CS 5 - Enhancing and Protecting Barnet's Open Spaces

In order to create a greener Barnet we will enhance and protect Barnet's Open Spaces by:

- protecting designated open spaces, including Green Belt and Metropolitan Open Land, and other suitable land with the potential to be used as open space.

Meeting increased demand for open space and tackling deficiencies and under provision by:

- securing additional on-site open space or other open space improvements in the identified growth areas including 11.27 ha of new provision at Brent Cross – Cricklewood, 5.5 ha of new provision at Mill Hill East and 5 ha at Colindale;
- securing improvements to open spaces including provision for children's play, sports facilities and improvements to access arrangements, where opportunities arise, from all developments that create an additional demand for open space;
- maintaining and improving the greening of the environment through the protection of incidental greenspace, trees and hedgerows;
- protecting existing Sites of Nature Conservation Importance and working with our partners including the London Wildlife Trust to improve protection and enhancement of biodiversity in Barnet;
- ensuring that development protects existing site ecology and makes the fullest contributions to enhancing biodiversity, both through on-site measures and by contribution to local biodiversity improvements; and

<sup>5</sup> The Mayor's Food Strategy, 2006



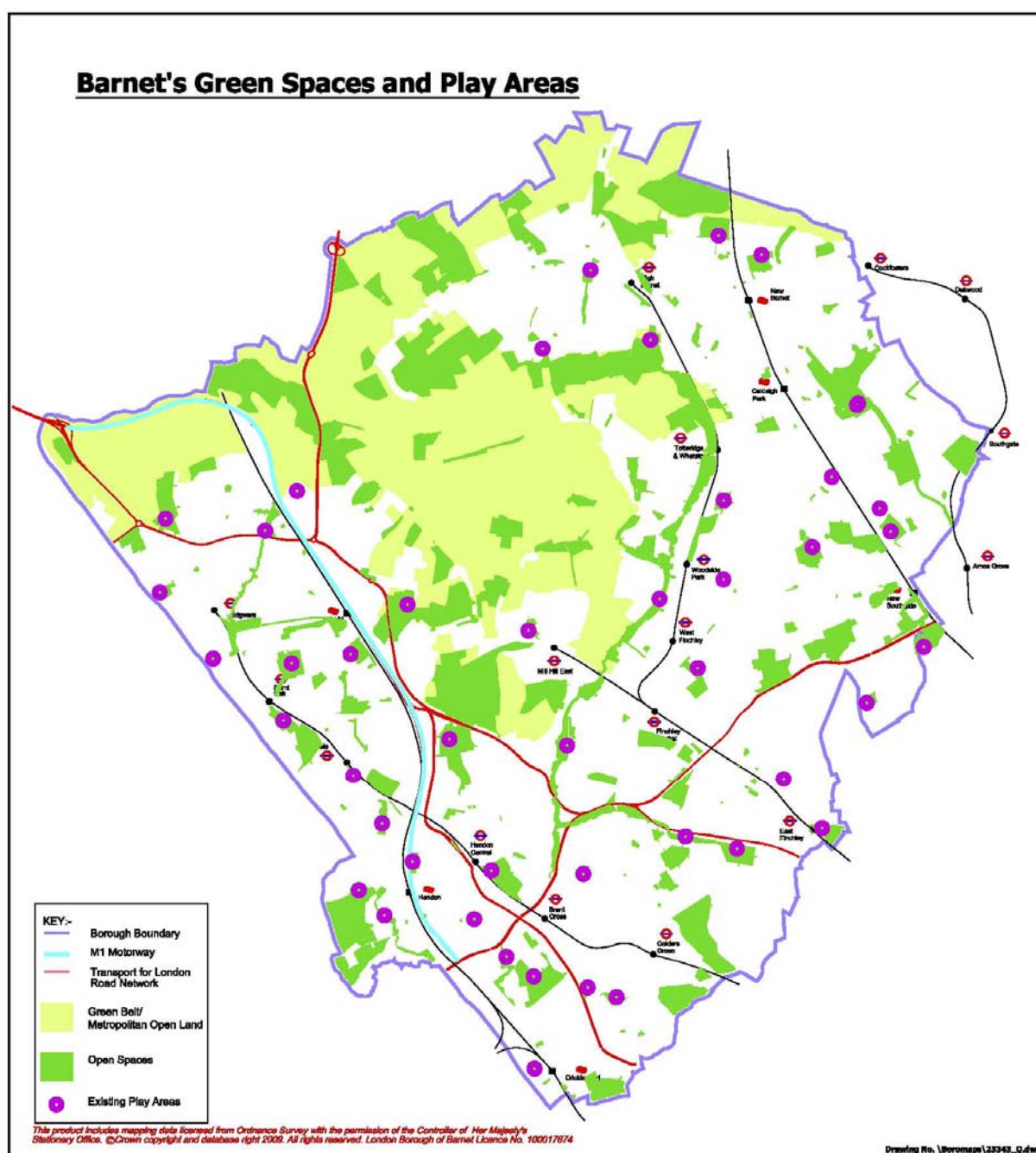
- Enhancing local food production through the protection of allotments

## 11.8 Alternative options

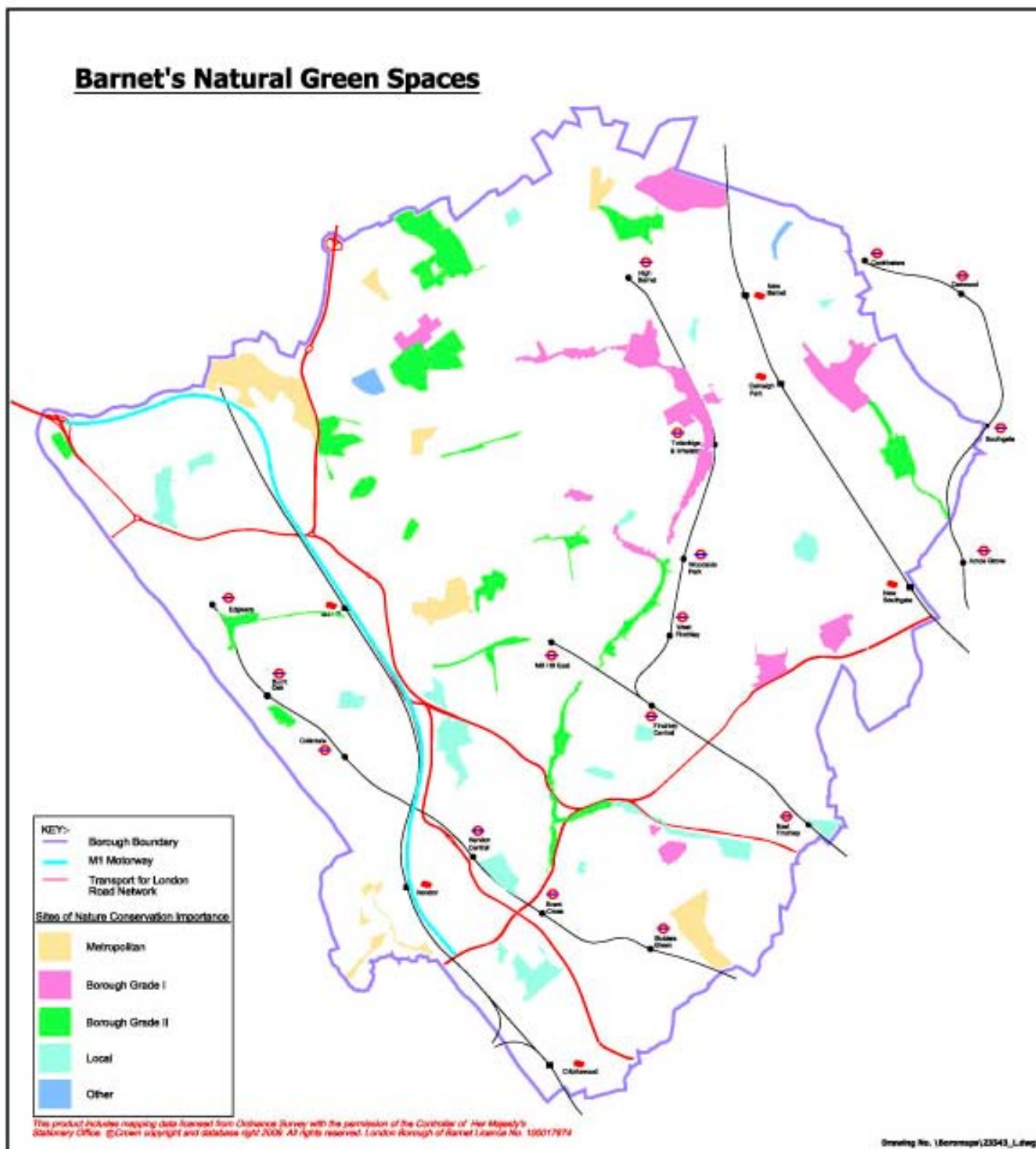
11.8.1 Other options considered at the Issues and Options stage are summarised below along with our reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Report for a summary of the comments received and our response to them.

- We consider that there are no reasonable alternatives to seeking to enhance and protect Barnet's open spaces.

### Map 5 – Distribution of public open space and children's play space



Map 6 – Distribution of natural green space





## 12 Promoting a Strong and Prosperous Barnet

### 12.1 Business opportunities and economic prosperity

- 12.1.1 Knowledge and learning are central to economic growth and competitiveness. Barnet's residents are highly qualified with close to 40% of those of working age being qualified to NVQ4+. These high qualification levels are reflected in the residents' occupational profile, with the vast majority of Barnet's residents working in Managerial and Professional occupations – the knowledge economy<sup>6</sup>. Currently our highly qualified residents commute out of Barnet to access job opportunities in the West End and the City and the wider London region. Increased opportunities for home-working and improved access to local business support services will reduce the need to travel. This is a key issue for suburban Barnet and the Mayor's Outer London Commission is examining further work on defining the knowledge based economy and improvements to e-infrastructure.
- 12.1.2 Barnet's future economic growth is projected to be increasingly in service-orientated employment and high level knowledge-based jobs with growing numbers of higher skilled workers in financial, retail, business and professional services. The availability of commercial land and buildings together with investment in transport and housing which allows workers, suppliers and customers to access and be accessed by Barnet's businesses is crucial to economic growth.
- 12.1.3 A number of significant changes within the borough will support economic growth and prosperity over the next 15-20 years. A new economic hub at Brent Cross - Cricklewood will emerge as the "Gateway of North London". The creation of over 20,000 new jobs and a new Metropolitan Town Centre will transform the sub regional economy of north London. The hub will be well connected by new and improved transport links to Central London, including a new station on the Midland Mainline and Thameslink routes and form one of the critical nodes on the emerging North West London – Luton Coordination Corridor. Another significant economic node on this growth corridor is Colindale where an Area Action Plan will support planned growth of 10,000 new homes and 1000 jobs over a 10-15 year period.
- 12.1.4 As part of our evidence base we commissioned an Employment Land Review to examine supply and demand for office and industrial floorspace in Barnet. The distribution of employment sites including town centres is shown on Map 4. The Review shows that Barnet's current employment land performs well.

### 12.2 Barnet's office market

- 12.2.1 Barnet has about 446,000 m<sup>2</sup> of office floorspace focused in six major office locations (Edgware, Hendon, Golders Green, and Finchley Central town centres) and (The Hyde and North London Business Park). An analysis of office take-up shows most demand coming from small businesses and larger organisations already based in Barnet. Take-up is dominated by leasing transactions for under 232 m<sup>2</sup>, including tenants such as small insurance companies, solicitors, building firms and publishers. The dominance of lease transactions for small units under 232 m<sup>2</sup>, means that rents are high on a £ per m<sup>2</sup> basis.

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<sup>6</sup> The knowledge economy is characterised by the rise of professional, managerial and scientific and technical occupations in all sectors - the local futures group - the London knowledge economy - 2006

- 12.2.2 It is likely that the development at Brent Cross Cricklewood will meet a large part of the growth in service-orientated employment. The majority of demand is for smaller units which is consistent with the borough's current office stock profile. Barnet's town centres will continue to play a role in supplying flexible and affordable office space to smaller businesses including home workers.

### 12.3 Barnet's industrial land

- 12.3.1 Barnet's industrial<sup>7</sup> stock totals about 437,000 m<sup>2</sup> and is focused on the 20 designated industrial estates. As with its office stock demand has been local rather than attracting any significant numbers of large 'in-coming' occupiers and take-up is dominated by lease transactions for small space.

### 12.4 Release of employment land

- 12.4.1 The Mayor's Supplementary Planning Guidance on Industrial Capacity (March 2008) sets out a framework for planning, monitoring and managing surplus employment land in London over the next 20 years. Barnet is classified as a borough that is suited to limited transfer of designated employment industrial sites to other uses. The Employment Land Review considered that 36% of employment land was fit for purpose and should be safeguarded, 61% was considered as locations where employment uses remain viable but the need for intervention in the future is likely. Only 3% of land was considered worthy of release for alternative uses. The dominance of small occupiers in Barnet means that there is a strong case to safeguard those sites which would appear to meet local demand.
- 12.4.2 In order to develop a sound understanding of local economic conditions to inform strategies and strengthen the economic role of local authorities we are required to produce a Local Economic Assessment. This will provide an update to the evidence produced as part of the Employment Land Review.

### 12.5 Supporting local business

- 12.5.1 More than 12% of the adult population are self-employed, the highest level of any London borough. Barnet has traditionally had a high level of entrepreneurship with significantly higher levels of VAT registrations than most adjoining Boroughs and comfortably higher than comparable outer London Boroughs (SQW study 2006) The survival rate of VAT- based businesses is similar in Barnet as in London as a whole: 22% of businesses have traded for less than 2 years and 36% for at least 10 years.
- 12.5.2 We will continue to use S106 planning obligations imaginatively to support local business. In order to support small and medium-sized enterprises in Barnet and enable them to be more aware of, and bid for, local construction contracts we employ a 'Business Links Officer', funded by contributions from S106 towards employment and skills needs. Providing affordable and flexible workspace helps small to medium businesses, particularly home-workers in the knowledge economy, to continue their valuable contribution to Barnet's prosperity. As well as safeguarding existing employment sites we will encourage the provision of employment floorspace particularly in town centres to meet the changing needs of modern business. Through S106 on new development we will ensure the provision of affordable premises such as enterprise hubs / innovation centres that are flexible and attractive to home-workers and can provide access to facilities and business advice which would otherwise be beyond their resources. Providing a range of

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<sup>7</sup> Industrial land comprises light industry, research and development, general industry, storage and distribution

facilities in the borough will enable start-ups as well as existing businesses to grow and prosper within Barnet.

## 12.6 Further and higher education

- 12.6.1 Barnet aims to be recognised as the home of a leading university with an international reputation. Middlesex University has relocated its main campus to Hendon with new state-of-the-art teaching and research facilities and a resources centre alongside its existing buildings. Middlesex University has a vital role to play in providing higher educational opportunities at its Hendon Campus and in supporting local businesses through applied research and consultancy, including Knowledge Transfer Partnerships<sup>8</sup>, and supporting small and medium enterprise start-ups and incubator units.
- 12.6.2 We also work in partnership with Barnet College and new facilities are on site in High Barnet and planned for Colindale as part of the regeneration of that area. Although many of Barnet's residents are employed in highly skilled jobs that contribute to London's knowledge economy and have above average qualifications, it is important that there is a range of local jobs that suit different levels of skills and abilities. The types of service jobs found in Barnet can usually provide flexibility so that people can work part-time or from home.
- 12.6.3 The London economy is likely to become more reliant on high levels of skills and knowledge-based competencies. We need to enhance the levels of skill and qualification attainment among residents, in order to respond to the ongoing industrial and occupational shifts and fully exploit emerging initiatives within Barnet. We will continue to support the Construction Training Initiative operated by Notting Hill Housing Trust in order to help our unemployed residents develop the essential skills that developers will require in delivering new housing in Barnet.
- 12.6.4 Although in Barnet the percentage of working age population with little or no skills (7%) is well below the national average of 14% this is not evenly spread. Within Burnt Oak Ward 46% of the population has low or no qualifications. Tackling worklessness is an important issue within Barnet and we recognise the need to create a pathway to sustainable employment. Research by GLA Economics states that the main barriers to accessing work are:
- poor access to job opportunities;
  - lack of basic employability skills;
  - employer attitudes including discrimination;
  - and specific barriers such as childcare costs.
- Within Barnet there are some pockets particularly on the western side where residents have qualification and skills gaps. Without action such residents may not benefit from the job opportunities being created by new development.
- 12.6.5 Although the proportion of 16-18 year olds in Barnet not in education, employment or training (NEET), is lower than national levels it accounts for nearly 1 in 20 of that age group. In terms of getting NEET young people job ready an Employer Engagement Strategy for Barnet is being developed and ongoing links with employers have continued to be strengthened through the Education Business Partnership. Through S106 planning obligations we will seek to overcome barriers to

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<sup>8</sup> Knowledge Transfer Partnerships involve collaborative projects for carrying out research or developing products.

accessing employment in Barnet by increasing opportunities for training for residents providing them with the skills to access the forecast increase in jobs.

12.6.6 Key partners in the Borough, including the Council, Barnet College, Middlesex University and Job Centre Plus, have formed the Skills Development Group to progress the skills development agenda. A borough-wide Skills Development Plan has been agreed by the Group in order that the Borough can respond to the emerging opportunities and to ensure that business skills requirements are being met. The action plan focuses on the following strategic issues:

- reduce the number of young people becoming Not in Education Employment or Training (NEET);
- improve opportunities for work related learning and alternative curriculum;
- improve labour market capacity for Barnet residents resulting from new development opportunities; and
- improve opportunities for those at risk of being excluded from the labour market.

12.6.7 These strategic issues are addressed through five 'Action Areas':

- increase the supply of basic employability skills;
- develop vocational and intermediate skills;
- develop a workforce development gateway;
- enhance entry to employment; and
- increase the supply of construction skills.

12.6.8 We are working with development partners across all of the regeneration projects to identify what skills sets are required and also encouraging the use of local labour. Section 106 agreements for each of the regeneration schemes require the development of an employment and training strategy for the area, including apprenticeships and training in areas such as construction. The employment and training strategies are linked to the Skills Development Plan and are developed in consultation with the member partners of the Skills Development Group.

## Policy CS 6 – Promoting a strong and prosperous Barnet

The Council and its partners will ensure a strong and prosperous Barnet that provides opportunity for economic advancement.

We will support businesses by :

- safeguarding existing employment sites that meet the needs of modern business. Development that improves the quality of existing employment provision will be encouraged;
- encouraging new mixed use commercial floorspace in our larger town centres (Edgware, North Finchley, Finchley Church End, Chipping Barnet, New Barnet and Whetstone) where access to public transport is good;
- in order to support small to medium enterprises new employment provision should include a range of unit sizes and types such as affordable and flexible workspaces and home working hubs;
- through the Skills Development Group building an understanding about the experience of local businesses and their skills needs; and
- encouraging partnership working between providers of further and higher education and local business.

We will support Barnet residents in accessing work by :

- requiring major developments to provide financial contributions and to deliver employment and training initiatives in line with the Skills Development Plan; and
- working in partnership with the Skills Development Group in delivering the skills agenda required for a growing borough in a successful city-suburb of London.

## 12.7 Alternative options

12.7.1 Other options considered at the Issues and Options stage are summarised below along with our reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Report for a summary of the comments received and our response to them.

- **Allow the redevelopment of employment sites when mixed use development is proposed incorporating residential uses and replacement employment use**

This option created uncertain economic and environmental impacts in the Core Strategy Sustainability Appraisal. The Barnet Employment Land Review highlighted the demand for smaller affordable and more flexible accommodation. Reducing supply would make workspaces more unaffordable.

- **Allow the redevelopment of existing employment sites only if there is no proven need for other priority commercial uses**

This option created uncertain economic and environmental impacts in the Core Strategy Sustainability Appraisal. The Barnet Employment Land Review highlighted the relative health of the majority of employment sites and the demand for smaller affordable accommodation for indigenous businesses.

- **Identify specific locations (in addition to existing ones) for further and higher education facilities in Barnet**

Middlesex University has now relocated its main campus to Hendon and Barnet College's expansion plans are being advanced through the Colindale AAP. Any further expansion plans can be addressed through the Site Allocations DPD.



## 13 Providing quality homes and housing choice in Barnet

- 13.1.1 In order to create sustainable and successful communities we have to maximise housing choice providing a range of sizes and types of accommodation that can meet aspirations and increase access to affordable and decent new homes. This includes homes for those who need large places to live including families, homes for smaller households such as single key workers, or older and vulnerable people who may require accommodation in order to live independently.
- 13.1.2 Barnet's Housing Strategy is under review, with an overarching objective of 'providing housing choices that meet the needs and aspirations of Barnet'. The existing Strategy includes objectives to create quality local environments, improve the quality of housing, provide greater choice including more access to low cost homeownership, increase the housing supply, provide quality services, and meet the needs and aspirations of vulnerable people. As part of the Housing Strategy review a Local Housing Partnership has been set up in order to engage key stakeholders.
- 13.1.3 In focusing on the quality of housing that is needed and the types of homes that are required we will consider sustainability, responsiveness to climate change, standard of design and construction, contribution to local character and integration of the development into social, green and physical infrastructure. These wider considerations are dealt with throughout the Core Strategy.

### 13.2 Homes of different sizes

- 13.2.1 Barnet has a housing stock of 133,000 units. The majority of units are houses accounting for 62% of the stock. The range of home sizes we seek should reflect the size and type of households that we expect to live in Barnet. The housing needs of the borough should take into account a number of factors including the size of households, affordability and the special needs of vulnerable people. Although the largest types of households in Barnet are families that comprise 2 adults with 2 or more dependent children (25%), 22% are pensioners, 16% are single adults and 22% are 2 adults either with no children or with non-dependent children.
- 13.2.2 We know from household projections that Barnet's households are forecast to get smaller, the average household size will fall to 2.29 persons per household by 2016. The household size makeup is therefore very mixed. Add to this the variations in wealth, culture, ethnicity, sexual orientation, physical and mental disability combined with the relative attractiveness of the borough for different types of households and a complex picture of future housing need emerges.
- 13.2.3 Barnet, as part of the North London Housing sub-region is currently preparing a Strategic Housing Market Assessment (SHMA). The Mayor's SHMA for London suggests that the biggest requirement for market as well as social rented housing are 2 bedroom units while the biggest requirement for intermediate housing is 4+ beds. On the basis of the North London SHMA we will update the need and demand for housing in Barnet and set out the proportion of households that require market or affordable (social or intermediate) housing.
- 13.2.4 To better understand the condition of the existing private housing stock in Barnet we are using the Building Research Establishment Housing Stock Model. The Model relates the condition of a dwelling to the characteristics of the local area and will provide estimates for private sector housing for dwellings failing the Decent Homes

Standard in Barnet and the reasons why. Reasons could include disrepair, inadequate thermal comfort outdated facilities and services.

- 13.2.5 We know that there is a surplus of accommodation in the private rented sector in all sizes while there is a shortfall of affordable housing in all sizes.
- 13.2.6 Barnet's Core Strategy has to address the demands for family accommodation at lower densities while meeting the demands for higher densities driven by the planned growth and regional housing targets in the London Plan. This is combined with the need to protect the Green Belt and precious open spaces. As well as accommodating families development should provide shared or multi-generational usage, particularly for a growing older population, to ensure the delivery of truly mixed communities in lifetime neighbourhoods.
- 13.2.7 Designated housing such as sheltered accommodation is not popular for people who are fit and well. Lifetime homes are homes specifically designed to address a wide-range of mobility difficulties without being tailored to the specific circumstances of the household. In order to deliver well-designed homes where people will want to live and stay a proposal will be expected to meet Building for Life standards. Through a partnership led by CABI and the Home Builders Federation the Building for Life website sets out 20 criteria which provide a national standard for well designed homes and neighbourhoods.

### 13.3 Special needs housing

- 13.3.1 There are households with support needs living in all housing tenures in Barnet although the most serious problems are in the rented sectors. Nearly one in three of support needs households live in the private rented sector, about one in five are in Barnet Homes stock. Those households with support needs who are also in unsuitable housing are most likely to be owner occupiers who have a mortgage.
- 13.3.2 We are currently exploring the remodeling of some of Barnet Homes sheltered housing accommodation as extra care hubs. Such hubs will have the potential to provide support services to a wider community of older people.
- 13.3.3 We are also, in order to widen housing choice, encouraging the remodeling of residential care homes as there is an oversupply of mainstream residential places in Barnet. Policy CS 10 - Improving Health and Well Being in Barnet addresses the issue of care homes.
- 13.3.4 In helping to promote independence for vulnerable young people, particularly those leaving care, it is important that accommodation is accompanied by support services. Such services will help provide a pathway away from worklessness and reduce dependency.

### 13.4 Homes for older people

- 13.4.1 About 31% of older people in Barnet live alone and this proportion is expected to increase. Older people in Barnet are more likely to be owner occupiers without a mortgage and more likely to under occupy their properties, 75% of older occupiers live in 3 or 4 bed properties. Many older people households are asset rich but cash poor, and struggle to maintain their homes. National research reveals that the majority of older people would prefer to either remain living in their home, or would prefer accommodation which is part of the ordinary housing stock but is designed to meet their needs.
- 13.4.2 The numbers of Barnet residents living into their 70s and 80s is set to increase. We have calculated what housing will be required to meet the needs of an increasing population of older residents. The analysis shows there is an oversupply of

traditional rented sheltered housing. It also highlights the need to provide more housing which can provide care and support for the increasing number of lone residents over the age of 75 years. At present there is limited housing choice for older people requiring an alternative to general housing. Sheltered housing for rent accounts for 89% of specialist accommodation for older people.

### 13.5 Other housing options

- 13.5.1 Participants in local research recognised the time may come when a move into supported accommodation would be unavoidable, but this was something all wanted to put off for as long as possible. People did however seem receptive to the idea of moving into more appropriate accommodation such as one built to Lifetime Homes standards where they could remain living independently. Research shows that extra care housing which provides relatively high levels of care in a housing setting might be an attractive option.

### 13.6 Extra care housing

- 13.6.1 Extra care housing comprises properties which are ordinary flats suitable for older people which provide security and privacy but have a range of facilities on the premises, with support and 24 hour care. In 2008 109 extra care housing flats (in East Barnet and Burnt Oak) were completed including 11 for sale at East Barnet. Much has been learned through development of these schemes and with the valuable input of residents we are well placed to specify its requirements for further extra care accommodation.
- 13.6.2 By 2025 we expect to provide a greater range of accommodation with 21% sheltered plus<sup>9</sup> for rent or sale and 26% extra care housing for rent or sale.

### 13.7 Increasing the supply of housing

- 13.7.1 Barnet's current housing target is a minimum of 20,055 new homes by 2016/17. This target is being updated up to 2021 as part of the review of the London Plan and as a result of the Londonwide Strategic Housing Land Availability Assessment. The current target amounts to less than 15% of the existing housing stock of 133,000 units.
- 13.7.2 The second element of the London Plan housing target is the supply of non self-contained units. These include homes that share facilities such as hostels, student accommodation, residential care homes and Houses in Multiple Occupation. The target for Barnet up to 2016/17 is 80 homes.
- 13.7.3 The third element of the London Plan housing target is those vacant residential units that are returned into use. The target for Barnet up to 2016/17 is 1,600 units. At 1.7 % of stock Barnet has one of the highest levels of long term (6 months +) vacant private sector dwellings in London (1% of stock).

### 13.8 Addressing other housing needs

- 13.8.1 The Strategic Housing Market Assessment (SHMA) which is currently underway will include analysis of the housing needs of black and ethnic minority communities, older people, people with disabilities and other groups. The SHMA will provide the main source of data on the size of homes needed in Barnet. Our dwelling size priorities will be based on the outputs of the SHMA and will guide the mix of housing

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<sup>9</sup> Enhanced service for more frail and vulnerable people who need longer-term support but do not require extra care, residential or nursing care.

sought across Barnet. Details of how the priorities will be used to guide development proposals will be set out in the Development Management Policies DPD.

### 13.9 Affordable homes

- 13.9.1 Home ownership remains beyond the reach of many residents in the Borough, the numbers in temporary accommodation remains unacceptably high, and the private rented sector now provides more homes for people in housing need than the social rented sector. The reduction in mortgage credit has restricted housing choices for many residents with standard home ownership the most expensive tenure. Shared ownership in Barnet is generally cheaper than the cost of renting a similar home privately. High house prices partly reflect the attractiveness of Barnet's suburban environment but mean that many sections of the community are priced out of market housing. One of the implications is that people may leave Barnet so as to find cheaper locations, or choose to live in overcrowded conditions. Some may take on debts that they are unable to afford. There are therefore social, economic and equitable dimensions to the lack of affordable housing in Barnet (and London as a whole).
- 13.9.2 Barnet's Housing Needs Survey 2006 shows a shortage of all sizes of affordable housing, particularly three bedroom properties. In advance of the SHMA we know that there is a surplus of housing in the private rented sector which is now larger than the social rented sector. This has allowed us to use the private rented sector to tackle homelessness.
- 13.9.3 In February 2007 we adopted a Supplementary Planning Document (SPD) on Affordable Housing in order to clearly set out Barnet's approach and provide detailed advice and implementation guidance to developers, including Registered Social Landlords (RSLs). We are keen to encourage a 'housing journey' for as many as possible so as to meet the aspirations of home ownership. Housing and planning policies and strategies can assist in providing greater flexibility between tenures, maximising housing choice on a lifelong pathway from social rented through intermediate and into owner occupation.
- 13.9.4 The existing policy framework on affordable housing as set out in the London Plan supports an approach where half of the housing provision over the period to 2016 should be affordable and that contributions to affordable housing will be required from all developments of 10 units or more or exceeding 0.4 ha in area. The Mayor of London has indicated that the emerging London Plan will move away from a 50% affordable housing target and agree a numeric target with each London borough with an objective of 60% social housing and 40% intermediate housing.
- 13.9.5 The Area Action Plans for Mill Hill East and Colindale both set out an affordable housing policy which seeks in line with the London Plan 50% target to negotiate the maximum reasonable amount subject to viability.
- 13.9.6 Barnet has longstanding concerns about the London Plan 50% target and the impact of the ten unit threshold on the delivery of smaller housing schemes. Since the introduction of a 50% affordable housing target at 10 units or more in 2006 there has been a reduction in affordable housing delivery in Barnet because of a decrease in proposals for small to medium-sized residential sites. Prior to the economic downturn these sites operated on the very margins of viability terms and a consequence of inflexible top-down targets and a low trigger threshold was that developers submitted residential developments up to 9 units. In justifying our local approach to securing affordable housing we will have regard to the Mayor's interpretation of the London Plan 50% target and continue to monitor development activity in the borough. We will be guided by the results of the SHMA as well as the

emerging strategic policy direction of the new London Plan. In justifying our approach we will undertake an informed assessment of the economic viability of any thresholds and proportions of affordable housing proposed, including their likely impact upon overall levels of housing delivery.

### 13.10 Gypsies and travellers

- 13.10.1 Circular 01/2006 states that Core Strategies should set out criteria for the location of gypsy and traveller sites in order to guide the allocation of sites and to meet unexpected demand. We will seek to identify appropriate sites for Gypsies and Travellers through the Site Allocations DPD.

#### **Policy CS 7 - Providing quality homes and housing choice in Barnet**

We will aim to create successful communities in Barnet by:

- seeking to ensure a mix of housing products in the affordable and market sectors to provide choice for all households and enable Barnet residents to progress on a housing journey that can meet the aspirations of home ownership;
- seeking a range of dwelling sizes and types of housing including family and lifetime homes that meets our identified housing priorities and does not undermine suburban character or local distinctiveness;
- seeking a variety of housing related support options that maximise the independence of vulnerable residents including young people, people with disabilities, older people, homeless people and other vulnerable adults;
- securing an appropriate level and mix of affordable housing for Barnet that will support our objectives of widening home ownership and providing family homes. This level will be based on a boroughwide assessment of viability of affordable housing and will have regard to the Mayor's strategic housing target that 50% of housing provision should be affordable and that the threshold for negotiating provision should be set at 10 units. With regard to the London Plan objective of a 70:30 social rented to intermediate ratio, we will negotiate an appropriate affordable mix which delivers wider sustainable development and regeneration objectives; and
- on sites which are suitable for the provision of an element of affordable housing, we may exceptionally accept the provision of off-site housing, or a commuted payment instead of such provision.

Within the Site Allocations DPD we will seek to identify land to meet the long term needs of Gypsies and Travellers, having regard to:

- potential of site for good management;
- impact on local environment, character and amenity; and
- access to essential services including water and waste disposal.

We will monitor the delivery of additional housing against the target (of 20,055 new homes by 2016/17) set within the London Plan and will seek to maintain supply at the rate necessary to meet or exceed the target. In seeking to maintain the housing supply we will adjust the type and mix of housing sought, having regard to the financial viability of development, the housing market and the needs of different groups.



## 13.11 Alternative options

13.11.1 Other options considered at the Issues and Options stage are summarised below along with our reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Report for a summary of the comments received and our response to them.

- **Retain the existing approach to affordable housing with a 50% target on sites of 10 units or more**

This option created uncertain economic, environmental and social impacts in the Core Strategy Sustainability Appraisal. It is clear that LDF policy should be evidence based and not restricted by the London Plan. In setting out its alternative approach to affordable housing we will be informed by the North London SHMA and a boroughwide assessment of affordable housing viability.

- **Introduce a flexible sliding scale for affordable housing with a 50% target on sites of 25 units or more, and a lower target on sites of 10 to 24 units**

It is considered that this option would complicate Barnet's approach to affordable housing delivery. A flexible sliding scale is likely to encourage developers to design smaller residential schemes in order to circumvent the thresholds. The Core Strategy Sustainability Appraisal highlighted that sites would not meet their potential if land is not used efficiently.

- **Review design guidance for extensions to existing housing to reflect greater diversity and specific community and cultural needs of a changing population**

It is considered that this option relates to detailed rather than strategic matters and is better addressed in the Development Management Policies DPD.

- **Seek mixed and balanced communities by delivering affordable housing in areas where that tenure is underrepresented**

This option created a negative economic impact in the Core Strategy Sustainability Appraisal. To develop affordable housing in areas where it is underrepresented represents a less efficient use of resources. We will commission work on affordable housing viability as part of our evidence base.

- **Prioritise new family sized homes outside of the growth areas**

This option created a negative social impact and uncertain economic and environmental impacts in the Core Strategy Sustainability Appraisal. The presence of family accommodation in the growth areas contributes to stable communities as it allows residents to make local housing choices and also helps to address housing need for family homes.



# 14 Providing integrated and efficient travel

- 14.1.1 One of the key purposes of Barnet's Core Strategy is to ensure that the anticipated growth of the city-suburb can be achieved and remain successful whilst the necessary social, physical and green infrastructure is delivered. This will ensure that development is sustainable as well as maintaining and enhancing economic prosperity.

## 14.2 Getting around Barnet

- 14.2.1 Barnet is well served by public transport for radial travel; it has high levels of car ownership and as a suburban location is reliant on the car for many necessary journeys. The car is and will remain the dominant transport mode in outer London. Congestion affects public transport radial routes and roads in peak movement periods. Whilst residents may choose to commute by public transport, there is a strong desire to own a car for other trip purposes, particularly for outer suburban areas and orbital movements where alternative movement choices are limited.

## 14.3 Barnet's road network

- 14.3.1 Barnet faces concentrated population growth on an already congested network. Transport accessibility is a major barrier to growth and while investment in orbital links is a priority radial links to existing town centres also require major investment. There are significant issues with orbital east-west links across Barnet and we are exploring opportunities for improving these as part of our regeneration schemes and through long term approaches to improving strategic infrastructure. Anticipated increases in traffic movements in Barnet's growth areas will require investment for access improvements to existing public transport interchanges, for example, within the Brent Cross Cricklewood and West Hendon and Colindale regeneration areas. Improvements are also required on the strategic road network, especially the A406 (North Circular Road).
- 14.3.2 Traffic congestion, with its resultant impacts on the environment and public transport, is particularly acute along the A5 corridor and on the A1, A41 and A406 North Circular Road, the most significant east-west link in north London. Packages of investment to reduce delays, achieve a mix of priorities for different road users and achieve an acceptable environmental balance are being pursued. Further details of these improvements will be set out in the emerging Infrastructure Delivery Plan. Transport for London's proposals for Henly's Corner are welcomed although, longer term, a more comprehensive approach is desirable.
- 14.3.3 The Mayor has highlighted that through the London Plan review he intends to establish a parking regime which balances the environmental desirability of reducing car use with the need to provide attractive viable development in town centres, while recognising that many people will continue to travel by car, particularly in Outer London. The Mayor intends to introduce new standards for cycle parking, and for parking spaces and power points for electric cars in order to provide strong support for environmentally friendly forms of transport.
- 14.3.4 Our approach to parking provision is to accept the need for restraint, but to apply it with sensitivity to local circumstances. Parking standards will vary across the borough to reflect the accessibility of individual locations. The standards set out in the Development Management Policies DPD will contain a degree of flexibility with

the intention that a more restrictive provision will be expected as changes in people's habits occur and the infrastructure for non-car modes is developed.

## 14.4 Barnet's public transport network

- 14.4.1 The bus is a key element of the public transport network in Barnet. The network is focussed on moving people on the radial corridors (such as the Northern Line), with relatively poor provision for orbital links (ie connections between town centres such as New Barnet to Cricklewood). In general bus journeys in Barnet are slower than car journeys, even when the time taken to park is taken into account. We will support a major review of the bus network in London, with the aim of better matching demand and capacity, and also to seek a network of 'express' services joining town centres, stations and key interchange points.
- 14.4.2 Through regeneration in the North West London - Luton Corridor and around development opportunities presented by public transport nodes such as Finchley Central and High Barnet we will deliver improved and better integrated public transport facilities. The bus is the only realistic public transport option for orbital movements, and improved bus provision (in terms of configuration as well as capacity) on orbital routes will have to play a key role in meeting the transport needs of current and future residents.

## 14.5 Investing in infrastructure

- 14.5.1 Outer London and Barnet in particular does not benefit from the levels in public transport investment of other parts of the capital, such as the Olympic sites, Crossrail and Central London, despite the high growth target. Without this investment we are required to take a realistic approach towards use of the car, public transport, walking and cycling based on sound evidence.
- 14.5.2 Increasing travel demand without proportionate infrastructure investment leads to increased congestion and reduced reliability of transport services. Reducing car use can tackle congestion particularly in urban areas. In suburban areas this is more challenging, except in some town centres, as there is limited transport choice. The reallocation of road space from general traffic to specific modes is an alternative that has been widely adopted. Increased priority for public transport helps make it more attractive, but does so at the risk of further increasing congestion and traffic displacement elsewhere on the highway network.
- 14.5.3 Given the existing transport issues outlined above our transport priorities are:
- reducing the need to travel;
  - promoting transport choice;
  - more environmentally friendly transport networks;
  - ensuring more efficient use of the local road network; and
  - delivery of high quality transport provision
- 14.5.4 As part of our emerging evidence base for the LDF and the Transport Local Implementation Plan further work is required to develop these priorities into a comprehensive approach to improving transport in Barnet.

## 14.6 Reducing the need to travel

- 14.6.1 Reducing the need to travel is our highest transport priority. Providing high quality public transport as an alternative to the private car comes at a cost, both financially and environmentally. With public transport services already overcrowded for much

of the day, it is better to find ways in which people can avoid the need to travel, rather than to encourage them to use public transport.

- 14.6.2 Patterns of travel are changing. Online retail is expected to grow as the number of internet shopper's increase. Online retailers account for 17p in every £1 spent by British shoppers and this expenditure is having an impact on town centres. With increased on-line services and growth of home based workers combined with more flexible working practices the pattern of commuter travel is set to change. In accommodating a change from the conventional 'Monday to Friday - 9 to 5' pattern we are investigating what can be done to improve e-infrastructure and access to business services and managed workspaces in town centre locations. Coverage of fibre-optic cables for superfast broadband access is increasing in Barnet. This e-infrastructure should allow 200Mbit/s internet connections (four times the current fastest speed). This will increase the appeal of fibre optic internet to home-workers enabling swifter transfer of data including HD video content.

## 14.7 Promoting transport choice

- 14.7.1 People's choice of getting around involves a complex set of factors including cost, time, reliability, convenience and safety. Making walking and cycling more attractive can encourage people to choose these options, without the need to penalise people who choose to drive a car. We will continue to seek improvements to off-road walking and cycling routes, making maximum use of the 'green' routes that the borough's open spaces and rivers create.
- 14.7.2 Many people choose not to travel by public transport, especially buses, because they perceive it to be expensive, inconvenient or unsafe. Rather than making people use public transport by preventing them from driving we will seek improvements which make public transport an attractive travel option.
- 14.7.3 Safety of the transport network also remains a major priority, both in terms of personal safety and reducing accidents on the road network. Accident rates in Barnet have fallen dramatically this decade. Improved street lighting and CCTV coverage at transport interchanges and around bus stops will help address personal safety.

## 14.8 More environmentally friendly transport networks

- 14.8.1 Barnet considers that real sustainability comes from matching people's needs to transport provision at lowest environmental and economic cost. With the car set to remain the most dominant form of travel in outer London, then the way in which they are powered needs to be made more efficient, using fuels which are less polluting, particularly in terms of carbon emissions. For electric vehicles to become more popular, infrastructure will be required to allow such vehicles to be recharged. Whilst some people will have access to off-street parking at home, charging facilities will also be required in public places. We support the implementation of charging points within private areas of new and existing developments and will continue to work with London Councils for new legislation permitting the installation of charging points on-street.

## 14.9 Ensuring more efficient use of the local road network

- 14.9.1 Without large scale capital investment in new capacity we have to make better use of the road network. We have prioritised the reduction of congestion and welcome the Mayor of London's proposals to smooth the flow of traffic. Tackling the causes of peak hour congestion will help to make the local road network operate more efficiently. We have identified the school run as a key factor in peak hour

congestion and continue to work with schools to develop school travel plans. This is reflected in the selection of National Indicator 198 as one of Barnet's LAA targets. The National Indicator measures children's usual mode of travel for getting to school. We will continue to prioritise this area of work and seek to increase the availability of funding to implement improvements in the neighbourhoods around our schools.

- 14.9.2 We will continue to invest in improvements to the condition of roads and footways in the borough. Maintenance work can have a serious impact on the transport network, so we will continue to work hard to co-ordinate works and minimise the impact on road users.

## 14.10 Delivery of high quality transport provision

- 14.10.1 Barnet's focused growth, particularly in the North West London to Luton Corridor, provides opportunities to deliver transport improvements in a planned and structured manner. Expected traffic movements in these growth areas have resulted in investment being pursued for access improvements to existing public transport interchanges such as Brent Cross, Colindale, Cricklewood and Mill Hill East stations.
- 14.10.2 A number of well served town centres are already public transport hubs and there are opportunities to increase the density of activity within these centres so that people can access local services with a choice of transport means, including the car. Planned development and enhancement programmes in town centres will provide opportunities to improve the public realm, public transport services, short-trip parking and accessibility. This should make town centres more attractive places to visit and sustainable locations for enhancement and new developments.

### Policy CS 8 – Providing integrated and efficient travel

We will promote the delivery of integrated transport infrastructure and the increased availability of travel choices in order to support growth, relieve pressure on Barnet's transport network and reduce the environmental impact of travel.

#### Promoting transport choice

- We will make public transport, especially buses, a more attractive travel option by promoting a review of Barnet's bus network in order to better match demand and capacity, particularly on orbital routes.
- We will seek a network of 'express' services in the borough joining town centres, stations and key interchange points including Edgware, Chipping Barnet, Golders Green and North Finchley.
- We will promote public transport provision that is accessible to people with physical or sensory impairment.
- We will make walking and cycling a more attractive option through improvements to off-road walking and cycling routes, making maximum use of the 'green' routes provided by Barnet's open spaces and rivers.
- We will continue to make travel safer and attractive by improving street lighting and security coverage at transport interchanges and around bus stops.

#### More efficient use of the local road network

- In order to enable traffic to flow more smoothly we will prioritise the reduction of congestion. For significant trip-generating developments we will require travel plans to accompany proposals.

- We will continue to work with schools to develop travel plans and will implement improvements in the neighbourhoods around our schools.
- We will continue to invest in improvements to the condition of roads and footways in the borough to ensure that the local road network operates efficiently.
- We will continue to manage a parking regime which balances the environmental desirability of reducing car use while recognising that many Barnet residents will continue to travel by car.

#### More environmentally friendly transport networks

- We will promote the use of low emission vehicles including electric cars through provision of charging points utilising 'green energy' in public places and in new development.
- We will promote the use of car clubs in new development as an alternative to the private car.

#### Reducing the need to travel

- We will continue to influence behaviour in order to reduce the need to travel.
- We will promote modern ways of working through provision of e-infrastructure in major residential development and through encouraging access to flexible workspace such as enterprise hubs in town centres and employment sites which enables home workers to be fully productive.

#### Delivery of high quality transport provision

We will promote key transport infrastructure proposals to support Barnet's growth, in particular :

- public transport on the A5 corridor;
- Rapid Transit Service at Brent Cross - Cricklewood a dedicated bus service which will link the key places in the growth area;
- a new rail station at Brent Cross - Cricklewood (Staples Corner);
- improvements to Brent Cross underground and Cricklewood stations;
- improvements to the strategic road network, especially the A406 (North Circular Road).
- town centre development and enhancement programmes to improve the public realm, public transport services, short-trip parking and accessibility.
- improvements to rail services in the borough including upgrades to the Northern Line, Thameslink and bus enhancements.
- targeted increases in road capacity in order to improve conditions for users including motorists, cyclists and pedestrians and to reduce congestion.

## 14.11 Alternative options

14.11.1 Other options considered at the Issues and Options stage are summarised below along with our reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Report for a summary of the comments received and our response to them.

- **Restrict ability to travel in ways that make non public transport usage less attractive**

This option would discourage cycling and walking as they as well as the private car are alternatives to public transport. This option created negative economic and social impacts in the Core Strategy Sustainability Appraisal. As it restricts choice this is not considered an appropriate option.



## 15 Enabling integrated community facilities and uses

- 15.1.1 A key part of our strategy for managing Barnet's future growth is ensuring that the services, facilities and infrastructure to support the local community and visitors are provided in suitable locations to meet increasing demand. The provision of community facilities plays a key role in meeting the Sustainable Community Strategy theme of a Safer, Stronger and Cleaner Barnet. People of all ages and backgrounds should feel they can contribute to improving the borough both through their own behaviour and by working together with others.
- 15.1.2 Many community services and facilities are provided by our partners such as Barnet College, Barnet Voluntary Service Council and the Metropolitan Police. As part of our LDF evidence base we are developing a greater understanding of supply and demand for community facilities. This will inform our Infrastructure Delivery Plan. The government's announcement of Housing Growth Area Funding support to Barnet as a growing 'Opportunity Borough' and the Community Infrastructure Levy will potentially assist future funding of infrastructure, together with traditional Section 106 funding and the Barnet Financing Plan<sup>10</sup>.

### 15.2 One public sector approach

- 15.2.1 Barnet's Customer Access Strategy provides a platform for further improvements to our customer access and service arrangements. Through partnership working we are developing a 'one public sector' approach which entails that land is used efficiently and that high quality community facilities are provided in the right locations and are designed to meet the needs of customers. This approach is exemplified in the new customer access facility which was developed for the west of the borough in 2009 at Burnt Oak Library. Further development of our customer access strategy and delivery plan will identify a further new 'east of borough' facility elsewhere in Barnet.
- 15.2.2 With funding from the Government's Co-location Fund we will be developing a family-oriented 'community hub' at Brunswick Park offering a children's centre, nursery, library and primary care centre in one location. The hub will also offer early intervention services for pre-school children in the east of Barnet with Special Educational Needs through the Acorn Assessment Centre; a west of the borough Acorn Assessment Centre will be provided in the new Colindale Primary School.
- 15.2.3 Working with NHS Barnet on this innovative project will enable us to progress better service integration as already demonstrated by the links between children's centres at Oak Lane which provides health services and the Newstead facility. We will work in partnership to explore opportunities for children's and young people's health services at Edgware Community Hospital.
- 15.2.4 We are examining options for linking libraries to children's centres at three other sites - Mill Hill, Edgware and North Finchley.

### 15.3 Barnet's libraries

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<sup>10</sup> A local solution to funding infrastructure investment in Barnet using a combination of locally generated revenue sources to raise (and repay) finance directly from either public or private sources.

- 15.3.1 Barnet's library estate comprises 16 library buildings, the Local Studies and Archives Service, and Church Farm Museum. Most buildings date from an age when models of service delivery were very different from today and when disabled access was not addressed. In order to make our smaller libraries more accessible and vibrant we will utilise opportunities for re-provision as at South Friern (2009) and Grahame Park (2013) and seek new facilities as part of major regeneration programmes such as Cricklewood - Brent Cross. South Friern Library provides the model for future provision in the borough. Barnet's libraries do act as a community hub providing access to flexible meeting space and wireless connectivity as well as the Council and our partner's services.

## 15.4 Leisure centres and swimming pools

- 15.4.1 In partnership with Greenwich Leisure Ltd we manage seven leisure centres and pools within the borough. Additional sports facilities include Barnet Copthall Stadium, which is considered to be North London's premier athletics venue and an all weather sports pitch at Grahame Park.
- 15.4.2 We are developing a Leisure Facilities Strategy which will support the development of new and improved facilities that complement our Sport, Physical Activity & Physical Education Strategy 2008-2013. The Leisure Facilities Strategy will focus on those areas where there is unmet demand among our target groups. Priority groups include people who are sedentary and overweight/obese; disabled people, including people with learning disabilities; people from black and minority ethnic groups; children, young people and their families; vulnerable older people; individuals who are disadvantaged and/or on a low income and women and girls.
- 15.4.3 In ensuring more efficient use of leisure facilities and greater footfall co-location will be explored with other community provision. In terms of the school estate we will seek to maximise use of school sport and leisure facilities by the wider community in the context of Building Schools for the Future.

## 15.5 Provision for children and young people

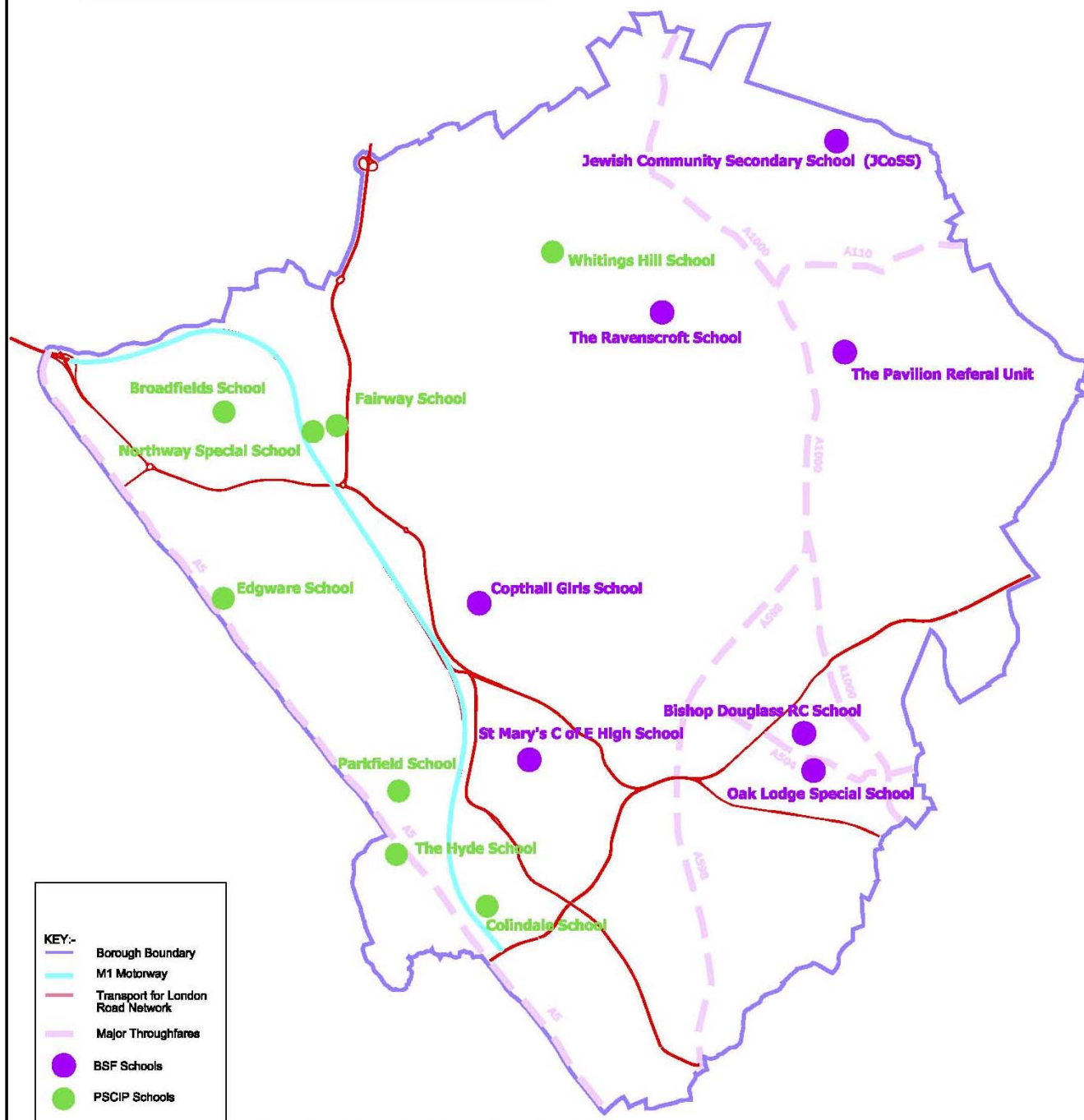
- 15.5.1 Results in our primary and secondary schools place Barnet in the top quartile nationally. Barnet has the second highest population of under 20 year olds in London. The Children and Young People Plan provides a strategic framework to continue the progress we are making in improving outcomes for the 25 % of the population that are under 20 years.
- 15.5.2 Within the major regeneration areas we have researched the need for education facilities that will result from the growth in population, for example, new primary schools are proposed at Mill Hill East and Colindale AAP growth locations, and existing schools in Brent Cross - Cricklewood will be replaced to higher standards and larger capacity. Planning for new provision will be closely linked to the distribution and delivery of housing growth as highlighted in the housing trajectory at Figure 2.
- 15.5.3 Barnet's school estate faces a number of challenges including the need to improve the physical condition and suitability of stock at a time of rising pupil numbers. Our Primary Schools Capital Investment Programme (PSCIP) will deliver a new generation of primary schools over a 5 to 20 year time frame, funded through the sale of surplus land and Section 106 contributions. The first wave of schools to be developed are Whitings Hill (opened in September 2009), The Hyde, Parkfield and Underhill Infant School where a new children's centre is being built, followed by Broadfields, Northway and Fairway schools and Colindale primary school. Further

schools will need to be expanded to provide additional capacity to meet the increasing demand for primary school places.

- 15.5.4 Barnet has now joined the national Building Schools for the Future programme which will address the re-provision of a first wave of secondary schools. Barnet's first project will provide significant investment in six schools: St Mary's C of E High, Copthall Girls, Bishop Douglass RC, The Ravenscroft, Oak Lodge special school and The Pavilion Pupil Referral Unit, with construction due to begin around 2011/2012. The re-construction of East Barnet School, a Building Schools for the Future pathfinder project, is now well underway and on schedule to open in September 2010. Linked to this scheme, the new parent promoted Jewish Community Secondary School (JCOS) is on track to open from September 2010 and will offer a unique, inclusive Jewish education to Barnet's large Jewish community.
- 15.5.5 Map 7 illustrates the distribution of schools that will be delivered through the PSCIP and BSF programmes.
- 15.5.6 Barnet has a uniquely diverse range of schools with high numbers of Church of England, Catholic and Jewish schools, as well as several single sex and selective secondary schools. Meeting parental choice for particular types of school remains a priority. We will continue to support new schools wishing to enter the maintained sector, where proven demand from Barnet parents exists and when suitable capital funding is in place to ensure an appropriate learning environment.
- 15.5.7 In order to make more efficient use of the schools estate and provide extended services four Learning Network Boards (LNBs) have been established in Barnet. These LNBs plan the development of extended services in their locality, agreeing local priorities and allocating funds. The LNBs are expected to deliver at schools a core offer of 'wrap around' childcare, study support, parent support as well as signposting to other services and opportunities for community uses. All new primary and secondary schools will be designed with community use in mind, to enable a full range of extended services to be provided. New and refurbished schools will provide modern learning environments making full use of ICT, and buildings will meet strict sustainable design criteria.
- 15.5.8 Children's Centres provide a range of services including childcare, access to jobs and training, health care advice and parenting support. Barnet now has 14 designated Children's Centres, with planning for the remaining eight (part of phase three) due for completion in March 2010. Extensions are being planned for two existing Children's Centres to enable them to offer additional services.
- 15.5.9 Other facilities for young people include multi-agency drop in centres. Existing provision in Barnet includes centres at Woodhouse Road, and at Hendon Youth Base. For future provision of youth facilities, the emphasis will be on providing a range of positive activities across the borough from a wide range of locations. There is a strong emphasis on involving young people in the commissioning of youth services to ensure that provision is well placed and meets demand.

## Map 7 – Distribution of schools through primary school capital investment programme and building schools for the future

### **Barnet's PSCIP and BSF Schools**



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## 15.6 Provision for older people

- 15.6.1 In line with national trends Barnet faces an increase in the numbers of older people. The borough has the second highest number of people over 65 in London. Future generations of older people have different expectations and aspirations. Life expectancy has been increasing over some time and there are increasing numbers of older people living at home with long term conditions, and also dementia. We will need to retain a small number of buildings providing day services to support those people with high dependency needs to continue to live successfully in the community. For others however we are working on alternative models that promote choice and well being that will meet the needs and aspirations of the new cohort of older people.

## 15.7 Provision for communities

- 15.7.1 Barnet is the 2<sup>nd</sup> most religiously diverse and 16<sup>th</sup> most ethnically diverse borough in Britain. Residents have a shared sense of belonging to Barnet, four residents in five consider that the borough is a place where people from different backgrounds get on well together. As Barnet grows it will become more representative of London as a global city attracting younger and more ethnically diverse communities. It is imperative that as this change occurs these new communities are socially integrated and established communities do not become polarised.
- 15.7.2 Community cohesion needs to be measured across Barnet but there is a need to focus on the growth areas and the places that surround them. Such a focus should provide us with a better understanding of the borough's communities and the choices that they make.
- 15.7.3 We recognise that for many community groups it has proved difficult to maintain or extend existing buildings due to obsolescence, site constraints or the high value of land in the borough together with an inability to mitigate their impact on the local area. This has led to some people having to travel outside the borough to meet and pursue community or faith related activities.
- 15.7.4 We will support multi-purpose community facilities that make efficient use of premises providing a range of services at one accessible location. We are currently examining the space needs, both current and future, of community groups in Barnet to better understand existing provision and to be able to plan for them in the future.
- 15.7.5 When new developments result in an increased demand for community spaces they will also be expected to make commensurate provision for new, or improvements to existing facilities. This will help to meet the needs of new residents and mitigate impacts on the existing community.
- 15.7.6 Community facilities can provide a range of services in one location. Grouping such facilities together allows more services to be provided in a single place. As part of a one public sector approach we are working with partners to integrate services and make efficient use of premises. This will enable residents to access advice and assistance in the most convenient way.

### **Policy CS 9 – Enabling Integrated Community Facilities and Uses**

The Council will work with our partners to ensure that community facilities including schools, libraries, leisure centres and pools, community meeting places and facilities for younger and older people, are provided for Barnet's communities.

We will:



- ensure that our programmes for youth services including improvements to the schools estate through the Primary Schools Capital Investment Programme and Building Schools for the Future (as shown by Map 8) address the needs of a growing, more diverse and increasingly younger population;
- support new religious schools that want to enter the maintained sector, meet proven demand within the borough and are capable of providing an appropriate learning environment;
- support the retention and enhancement of existing community facilities ensuring their efficient use and the provision of multi-purpose community hubs that can provide a range of services to the community at a single accessible location;and
- expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities, particularly within the growth areas of the borough or improving existing provision, particularly within town centres.

## 15.8 Alternative options

15.8.1 Other options considered at the Issues and Options stage are summarised below along with our reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Report for a summary of the comments received and our response to them.

- **Allow Protect existing community facilities (including sport, leisure and recreation) where fully utilised, from displacement by development, ensuring re-provision of facilities**
- **Protect existing community facilities (including sport, leisure and recreation) where fully utilised, from displacement by development, ensuring re-provision of facilities**

Facilities that are not fully utilised may still be popular as flexible venues that are capable of meeting changing demands in a changing borough. Community facilities cannot compete financially on the open market against higher land use values such as housing or offices. This option would mean that community facilities would be under-provided or forced to locate in less accessible areas.



## 16 Improving health and well-being

- 16.1.1 An important aspect of the quality of life of the city suburb is the contribution to healthier sustainable environments and neighbourhoods. Strands 1, 2 and 3 of the Three Strands Approach to planning, development and regeneration capture the interdependence of protecting open spaces for leisure and recreation uses, enhancing the best of the suburbs which present healthy and safe neighbourhoods, and growth that provides quality and sustainable regeneration.
- 16.1.2 Within health and social care the intention is to shift the focus away from intensive and institutionalised care such as residential care homes towards an earlier and better targeted allocation of services, preventing or delaying the onset of ill health and enabling well-being and engagement. Spatial planning can address unhealthy lifestyles, such as obesity, particularly in children, through the provision of accessible parks, allotments, open spaces, leisure facilities and an attractive and safe public realm which encourages walking and cycling.
- 16.1.3 Improving health and well-being requires more than improving access to a GP surgery. There is an important link between the environment in which we live and how healthy we are, both physically and mentally. One of the key aims of the Sustainable Community Strategy is to create a health supporting environment by working together to identify and address the factors underpinning health inequalities in Barnet. This includes ensuring that new developments provide for a quality of life that facilitates healthier lifestyles.
- 16.1.4 Barnet's Health and Well-being Commissioning Framework guides how public agencies in Barnet will work with providers to plan and shape services to improve the health and well being of adults in the borough and help people remain independent. This includes targeting of universal health and other services to meet prioritised needs and aspirations, particularly for the most vulnerable groups. The framework specifically sets out the vision, objectives and desired outcomes for improving the health and well-being of adults in Barnet and the commissioning standards for services working to deliver these. It also sets out a work programme for the Adult Strategy Group (ASG), the core commissioning group for adult health and well-being.
- 16.1.5 Aligned with the Health and Well-being Commissioning Framework our Joint Strategic Needs Assessment (JSNA) for Health and Social Care provides a basis for how we can enable people to live healthy lifestyles while at the same time continue to promote independence, choice and control for vulnerable people and their carers.

### 16.2 Addressing health inequalities

- 16.2.1 Coronary heart disease, cancer and respiratory problems are the three biggest causes of premature death in Barnet, although rates are lower than England as a whole. We believe that in Barnet agencies such as the Council and NHS Barnet should work alongside individuals and the wider community to support them to adopt and maintain healthy lifestyles. The JSNA helps us understand the needs of local people so that information can be tailored to encourage them to change behaviour such as stopping smoking, taking up exercise, drinking sensibly and accessing cancer screening.
- 16.2.2 Health inequalities exist in Barnet spatially and by gender. Men in affluent wards such as Hampstead Garden Suburb have an average life expectancy which is up to seven years longer than their counterparts in Colindale. For women the largest

difference is five years between Hampstead Garden Suburb and more deprived West Finchley.

- 16.2.3 Understanding our population is the first step to being able to improve health and well-being and promote healthy choices for individuals to make healthy choices to lead healthy lives. This is a cross cutting theme for the Core Strategy.
- 16.2.4 Mortality data for Coronary Vascular Disease (CVD) indicates that death rates are generally higher in Barnet's social housing stock. Almost 90% of such households are registered with a GP close to a high deprivation area. Modelling of health data indicates a higher likelihood of residents in these areas having either unidentified health conditions such as chronic heart disease, stroke and diabetes. Barnet is piloting a project known as 'Finding the 5000' which will through social marketing target people in the most deprived areas of Barnet. The outcomes of this long term project may lead to its extension across Barnet.

### 16.3 Clinical care

- 16.3.1 The health of Barnet's population is generally better than the UK average but the public is concerned that there are too few GPs and that local hospitals do not provide sufficiently high standards of care. In particular, there is a need for acute health care to be upgraded or for new facilities at certain locations such as Brunswick Park, Finchley and Colindale. NHS Barnet is a local strategic partner and is developing a strategy for services to meet the needs of the borough within the context of NHS London's health strategy: A Framework for Action. The Barnet Enfield and Haringey Clinical Strategy - Your Health Your Future: Safer Closer Better, 2007 sets out the local vision for change in the way healthcare is delivered to patients in Barnet. The Clinical Strategy states that :
  - people should be helped to remain healthy and independent, have real choices and greater access in both health and social care; and
  - services should be integrated, built around the needs of individuals, promoting independence and choice.
- 16.3.2 NHS Barnet's long term plans are to deliver primary care services based on a hub and spoke model that consists of Primary Care Centres (PCCs) serving a population of approximately 30,000 to 50,000. To qualify as a spoke, a practice or a group of practices will need to be located in premises that are at least as good as purpose built premises and / or serve a population of approximately 9,000 residents.

### 16.4 Residential care homes

- 16.4.1 Barnet has a good record on helping people to live independently. We have the second highest score in London for NI 139 which measures the extent to which older people consider they receive the support they need to remain at home. On the basis of current and projected needs future services will have to be more flexible, diverse and tailored to the needs of individuals. Helping people stay at home for as long as they want to will require a fundamental shift away from the focus on treating the results of ill-health towards the promotion of health and the wider well-being agenda. The number of places required in residential care homes will fall, and the volume of services delivered locally will rise.
- 16.4.2 Barnet has an oversupply of residential care homes. NHS Barnet and the Council's Adult Social Services have concerns about overprovision and the associated costs for non-local need. We will therefore encourage the remodelling of such facilities as other forms of provision for older people such as extra care housing.

- 16.4.3 Residential and nursing homes in Barnet may register places for the care of older people who have dementia and places for people who require nursing care. Places for people who require neither type of specialist care are known as 'mainstream places'. The current supply of mainstream residential places in Barnet exceeds placements made by the Council and this is a national trend. There are 76 registered care / nursing homes for older people in Barnet. Two large nursing homes (250 beds and 94 beds) are being developed in Barnet and this will place additional demands on primary care and specialist mental health resources. The effect of this additional supply is to increase the potential of cross border purchasing from outside Barnet. This will place a greater burden on NHS Barnet and our budget.
- 16.4.4 Commissioning is now more focused on providing places for people with dementia. Although the demand for nursing home places is constant there is an increased demand for interim care in order to promote independence and promote discharge from acute hospital settings.
- 16.4.5 Overall the numbers of people with impairment and deficiency will increase over the next 20 years. The policy directives for the NHS to 'shift care closer to home' is aimed to provide more choice and flexibility in how health care needs are met. These changes will place significant pressures on social care systems as more people are treated in the community.
- 16.4.6 We have a number of strategies for addressing the needs of Older People. The Older Adults Strategy - Living Longer, Living Better and the Older People's Commissioning Strategy - Independence, Choice and Control set our strategic framework for addressing the needs of older people in Barnet. These strategies envisage an increasing amount of care taking place at home in order to promote independence and activity.

### Policy CS 10 – Improving health and well being in Barnet

We will improve health and well-being in Barnet by:

- supporting the plans of NHS Barnet to deliver modern primary care ;
- supporting healthier neighbourhoods through targeting of unhealthy lifestyles such as obesity and addressing health inequalities in terms ill health and access to health facilities as identified in the Joint Strategic Needs Assessment;
- supporting the remodelling of residential care homes to other forms of special accommodation in order to widen housing choice and to reduce over supply ; and
- ensuring that additional residential care homes in the borough, in the absence of demonstrable evidence of local need supported by NHS Barnet and the Council's Adult Social Services, will not be regarded favourably.

## 16.5 Alternative options

- 16.5.1 Other options considered at the Issues and Options stage are summarised below along with our reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Report for a summary of the comments received and our response to them.
- **We consider that there are no reasonable alternatives to seeking to improve health and well-being in Barnet.**

## 17 Making Barnet a safer place

- 17.1.1 Despite Barnet being amongst the safest boroughs in London, crime and anti-social behaviour are a key concern of local residents. The Sustainable Community Strategy highlights that crime has a harmful effect on communities through its actual impact and fear of becoming a victim. Barnet's growth presents several challenges for community safety and cohesiveness. Young people have identified crime as the most important issue affecting them. People aged 14 to 16 in Barnet are 10 times more likely to be a victim of street robbery than a person in their 30s. As Barnet's population will become younger there are increased risks of young people being victims as well as perpetrators of crime.
- 17.1.2 Understanding how we can create safer environments through regeneration and development opportunities is key to the 'place-shaping' agenda. The creation of new communities in regeneration areas could pose significant challenges to cohesion. As Barnet grows there is a need to better understand how change is taking place geographically and demographically. There is a noticeable trend that the west of the borough is getting younger while the east gets older.
- 17.1.3 With more visitors and greater activity in Barnet's vibrant town centres the opportunities for alcohol related disorder could increase. At present most alcohol related disorders occur at the weekends and are evenly distributed across the borough, although North Finchley is the main hotspot.
- 17.1.4 With increased diversity and population mobility it is important that new communities integrate cohesively with settled ones and that hate crime does not increase, and that it is reported and tackled effectively when it does happen.
- 17.1.5 Through Safer Neighbourhood teams, the Children and Young People's Partnership Board and other forms of community engagement we are developing our understanding of how people experience crime and what drives their fears of becoming a victim. This includes focusing on why residents feel less safe in Barnet's town centres.
- 17.1.6 The planning system plays an important part in reducing the opportunity for crime and disorder and making places safer. Well planned mixed use areas, good public realm, carefully designed buildings, open spaces and neighbourhoods can "design out" crime and help to reduce the fear of crime. We expect development proposals to reflect guidance in the government publication Safer Places : The Planning System and Crime Prevention (2004) and the principles of Secured by Design the official UK Police flagship initiative for 'designing out crime'.
- 17.1.7 As the borough grows, new neighbourhoods emerge and existing suburban and town centres change, sensitive planning of uses, activities and open spaces can help improve community safety. Greater collaboration with the Metropolitan Police and Barnet Safer Communities Partnerships inputting to the spatial planning to these areas will enhance safer neighbourhoods. More detail on the approach we will take to make Barnet safer will be provided in the Development Management Policies DPD.
- 17.1.8 The Metropolitan Police Authority published its Asset Management Plan in 2007 which set out how they will improve the management of their stations, offices, safer neighbourhood bases and custody centres in Barnet from 2007 to 2010. Proposals in the 2007 document included a new custody centre at a strategic point rather than in existing police stations, as well as a new patrol base in a single warehouse-style building providing accommodation of operational police officers and their vehicles.

The document suggests a move towards more local ‘front counter’ facilities and Safer Neighbourhood Team bases across the borough to provide enhanced accessibility. We will work with the Borough Commander to refresh this document and provide modern accessible and customer friendly facilities in the right locations in Barnet.

### **Policy CS 11 - Making Barnet a safer place**

We will aim to make Barnet a safer place. We will:

- work with our partners to tackle crime, fear of crime and anti-social behaviour;
- work with the Metropolitan Police to provide re-modelling of its estate as a basis for an effective and responsive police service in Barnet;
- encourage appropriate security and community safety measures in buildings, spaces and the transport system;
- require development to demonstrate that they have incorporated design principles which contribute to community safety and security;
- ensure that through the town centre strategy programme we promote safer and more secure town centre environments which encourage community ownership and engender pride; and
- promote safer streets and public areas including open spaces.

## **17.2 Alternative options**

17.2.1 Other options considered at the Issues and Options stage are summarised below along with our reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Report for a summary of the comments received and our response to them.

- **We consider that there are no reasonable alternatives to seeking to make Barnet a safer place.**

## 18 Ensuring the efficient use of natural resources

- 18.1.1 Climate change is one of the greatest challenges the world is facing and a key priority for Barnet's future is to reduce the borough's carbon footprint particularly in new development. Reducing carbon dioxide (CO<sub>2</sub>) emissions, adapting to future climate change, ensuring resource use is kept within sustainable levels, promoting biodiversity and improving quality of life are all key issues for Barnet. We recognise the need to urgently reduce our carbon dioxide emissions to sustainable and equitable levels in line with national energy and climate change targets and that this challenge has to be addressed through behaviour change by public services, citizens and businesses.
- 18.1.2 The London Plan provides a strong basis for ensuring new development addresses environmental issues. The broad development strategy of the London Plan is to make the best use of land and other finite resources; to ensure development is accessible by a choice of means of transport and takes account of available and planned infrastructure; ensures that physical constraints (such as flood risks) are taken into account; promotes mixed use development, the integration of open spaces and well designed neighbourhoods that are safe and improve the quality of life of residents and diverse communities.
- 18.1.3 In meeting the challenges of the London Plan we have to ensure that our first priority is to use less energy, secondly to supply energy more efficiently and thirdly to use renewable energy.
- 18.1.4 Barnet's Sustainable Community Strategy highlights that we must actively minimise and address the impact of climate change in order for Barnet to remain an attractive place for existing and future residents and businesses. The Community Strategy recognises that increases in Barnet's population will put significant pressure on the environment and that we need to reduce the amount of waste we create, increase the amount we recycle, and use energy more efficiently
- 18.1.5 Through Barnet's Local Area Agreement we have set ourselves challenging target on carbon and waste reduction. We aim to reduce per capita CO<sub>2</sub> emissions from a 2005 level of 5.7 tonnes per capita by 11% by 2010/11(NI 186). We aim to reduce residual household waste per head from 728 kg in 2007/08 to 625 kg by 2010 /11(NI 191).
- 18.1.6 Reducing our environmental impact whilst supporting growth is a major challenge. In meeting that challenge and demonstrating local leadership we have taken several steps
- 18.1.7 Barnet's Environmental Policy – A Greener City-Suburb 2008/09 – 2011/12 provides local leadership in reducing emissions of CO<sub>2</sub> and reducing waste.
- 18.1.8 We are working closely with the Energy Saving Trust to reduce our carbon emissions and through a Carbon Emissions Reduction Action Plan (published in February 2009) are working to reduce energy use across all local authority energy related activities. Key objectives of the action plan are to promote sustainable energy use by the community and to raise awareness and encourage action on climate change amongst residents, businesses and staff.
- 18.1.9 We introduced compulsory recycling across the borough in 2005. Barnet's Waste Prevention Strategy 2005 - 2020 sets out that the best way to deal with waste is to



prevent it. The Strategy highlights the need to share responsibility for our waste and change our behaviour.

- 18.1.10 We are producing a Multi Agency Response Plan for flood events in Barnet to comply with the statutory duties of the Civil Contingencies Act 2004 and the recommendations of the Pitt Review 2008.
- 18.1.11 There is a wide range of measures which developers can incorporate to make their developments more sustainable through use of passive solar design, natural ventilation, green and brown roofs, sustainable drainage systems and rainwater systems. In June 2007 we published a Supplementary Planning Document (SPD) on Sustainable Design and Construction which sets out our requirements for environmental design and construction management. The SPD sets out requirements on air, noise, water and habitat quality in order to achieve protection and enhancement of the environment. It also sets out requirements on energy, water, waste and materials in order to achieve the prudent use of natural resources. The SPD requirements are linked to existing national standards and guidance and will be subject to updating in line with emerging opportunities and future developments. The SPD sets out the areas where Barnet needs to go further and faster, whilst providing a complimentary relationship between the Local Development Framework, London Plan and the Building Regulations / Code for Sustainable Homes.
- 18.1.12 The Core Strategy can influence future development in the borough to make the fullest contribution to the mitigation of, and adaptation to, climate change, in particular by minimising carbon dioxide, adopting sustainable design and construction measures and prioritising decentralised energy generation. There is also a role for the Core Strategy in tackling the existing building stock and pattern of development.

## 18.2 Reducing carbon emissions in new and existing development

- 18.2.1 New development provides the opportunity to deliver modern homes which meet the highest standards of energy efficiency currently available and helps to minimise carbon emissions. The Code for Sustainable Homes sets out standards for the sustainability of new housing development. Minimum levels of the six stage Code are scheduled to become mandatory for new homes under future changes to the building regulations. Code Level 3 is equivalent to a 25% reduction in carbon emissions. Through exceptional standards of design and build quality this can be achieved without the use of renewable energy. The sustainability of commercial and community buildings is classified by BREEAM standards. The SPD on Sustainable Design and Construction sets levels for the Code and for BREEAM.
- 18.2.2 Combined heat and power (CHP) and combined cooling heat and power (CCHP) can be a more sustainable and efficient means of supplying heat and power than traditional energy supply systems. Barnet has explored opportunities for the use of these technologies in the major growth areas, and this is exemplified in the Area Action Plans of Colindale and Mill Hill East. In other major areas of mixed use growth (including town centres) we will promote strategic sustainable energy infrastructure and work with developers to identify land and access for CHP / CCHP plant and district heating connections where appropriate.
- 18.2.3 More detailed policy to encourage Decentralised Energy networks, including a requirement to support heat networks through physical or financial contributions will be covered in the Development Management Policies DPD.

- 18.2.4 Retrofitting measures can tackle the 75% of carbon emissions generated by existing buildings. To better understand the condition of the existing private housing stock in Barnet, the potential for retrofitting and to identify the areas which should be the focus for future investment we are using the Building Research Establishment Housing Stock Model. The Model will provide an estimate of properties with poor insulation as highlighted by the SAP (Standard Assessment Procedure) rating. SAP is the Government's recommended system for energy rating of dwellings and is based on the annual energy costs for space and water heating. More detailed policy to support retrofitting of the older housing stock taking into account impact on the residential character of the borough will be covered in the Development Management Policies DPD.

### 18.3 Renewable energy

- 18.3.1 The London Plan contains a suite of policies on the adaptation and mitigation of climate change including 20% on site renewable energy generation. Barnet's SPD on Sustainable Design and Construction sets out our local requirements for minimising the consumption of non-renewable energy sources. Proposals for biomass schemes should not have a detrimental impact on local air quality. We will implement London Plan policies in conjunction with our SPD.
- 18.3.2 We consider that expectations on renewable energy are changing. We therefore want to capitalise on opportunities to reduce the use of natural resources and to promote sustainable locations for integrated land uses. Our priority is to utilise high quality design delivered through our SPD on Sustainable Design and Construction to ensure efficient use of energy rather than seek an inappropriate technological fix. Combined Heat and Power could offer the most cost effective way of ensuring major development in Barnet contributes to the Mayor's carbon dioxide reduction targets. The sustainable planning of neighbourhoods is strongly linked to how they need source and use energy. With 75% of carbon emissions generated by existing buildings there are opportunities to improve home insulation and provide decentralised energy in order to benefit from new CHP.
- 18.3.3 In order to inform the Colindale Area Action Plan a thermal masterplanning assessment was undertaken in order to understand energy demand in particular the seasonal and daily fluctuations in energy use. The assessment highlighted existing buildings in supporting the viability of a district heating and CHP network as a mix of energy demands is required to ensure that the heat produced can be used locally at the time it is produced.

### 18.4 Choosing sustainable locations for development

- 18.4.1 Measures to reduce the overall carbon footprint of a development are as important as the use of renewable energy. The location of development and the mix of land uses have a significant effect on the amount of natural resources we use for transport and energy for heating and cooling. Policy CS 6 Distribution of Growth aims to make the best use of previously developed land which can be planned at higher densities, mainly in the western part of the borough, and in accessible town centres. These locations are either relatively well-served by public transport or will become better served as a result of planned regeneration and development. These locations will be developed with a mix of uses, encouraging the possibility of living and working in closer proximity, and will include the necessary infrastructure nearby. These areas will therefore offer exemplary sustainable locations and furthermore, will be planned so as to include the highest standards of design and construction, including dealing with waste on site.

## 18.5 Air and noise pollution

- 18.5.1 Freedom from noise and air pollution has a major bearing on the health and well being of all Barnet residents. The majority of Barnet's housing growth will take place in areas that suffer from air and noise pollution. The design of the built environment has an important role in managing the degree to which people are exposed to pollution.
- 18.5.2 Within Barnet emissions from traffic have the most severe and pervasive impact on air quality.
- 18.5.3 The whole borough is an Air Quality Management Area (AQMA). An Air Quality Action Plan has been developed to improve air quality and is updated each year. We will take into account impact on air quality when assessing development proposals. Regard will be paid to the Air Quality Action Plan and to Cleaning London's Air: The Mayor's Air Quality Strategy. Where development could potentially cause significant harm to air quality, an Air Quality Assessment will be required. Further guidance on air quality and when assessments are required is provided in our SPD on Sustainable Design and Construction.
- 18.5.4 Persistent and intermittent noises such as those made by industrial activities, transport, construction and congregations of people can undermine quality of life. We will take into account noise considerations when assessing development proposals. Regard will be made to the Mayor's Ambient Noise Strategy as a reference source for understanding noise and identifying best practice. We will require Noise Impact Assessments for developments likely to generate or be exposed to significant noise. Further guidance on noise quality and when assessments will be required is provided in our SPD on Sustainable Design and Construction.

## 18.6 Flooding and water management

- 18.6.1 One of the major impacts of climate change will be to increase risk of flooding from watercourses (known as fluvial flooding) and sewers (known as surface water flooding). The risk based sequential test as set out in PPS 25 – Development and Flood Risk should be applied at all stages of planning. Its aim is to steer new development to areas at the lowest probability of flooding. Barnet has 14kms of streams and brooks and the North London Strategic Flood Risk Assessment identified fluvial flooding from Dollis Brook, Silk Stream, Pymmes Brook and their associated tributaries as the primary source of flood risk in the borough. Surface water flooding in Barnet presents a low to moderate risk to the borough while sewer flooding is also noted for being low risk. Groundwater flooding was found to be a relatively low risk due to the impermeable geology (primarily London Clay) and depth of the groundwater table.
- 18.6.2 The Pitt Review recommended that the Environment Agency, supported by local authorities and water companies should urgently identify the areas that are at highest risk from surface water flooding. In 2009 the Environment Agency published maps highlighting those areas where more detailed study of surface water flooding may be appropriate within strategic flood risk assessments and Surface Water Management Plans (SWMPs). In August 2009 the Department for Environment, Food and Rural Affairs (DEFRA) estimated that 10,800 properties in Barnet are at risk of surface water flooding due to severe rainfall. According to DEFRA Barnet is the 25th most susceptible local authority to surface water flooding. The Drain London Forum representing 32 London boroughs has been awarded £3.2 million for the development of SWMPs. The Pitt Review recommended that SWMPs as set out

under PPS25 and co-ordinated by local authorities should provide the basis for managing all local flood risk.

- 18.6.3 The output from these assessments should in turn inform development allocations within the Site Allocations DPD and outline the requirements for site-specific Flood Risk Assessments (FRAs) to be carried out by developers.
- 18.6.4 Barnet's main water courses are of fair to poor chemical quality according to assessments carried out by the Environment Agency. Maintaining the quality of water, especially groundwater, is important in ensuring the borough's population has a good quality domestic water supply. Water pollution can also affect the supply of water for leisure, industrial and agricultural uses and have a harmful impact upon riparian wildlife habitats. We will work with the Environment Agency to restrict development which may threaten the quality of either ground or surface water. The SPD on Sustainable Design and Construction provides guidance on the use of Sustainable Urban Drainage Systems (SUDS) to enable better control of water during periods of peak rainfall.
- 18.6.5 Water is a precious resource and it is essential that new development seeks to be efficient in using water, seeking wherever possible to reduce consumption. This can be done through grey water systems and rainwater harvesting. Further details on recommended technologies are set out in the SPD on Sustainable Design and Construction.

#### **Policy CS 12 - Ensuring the efficient use of natural resources**

We 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.

- We will promote the highest environmental standards for development through our SPD on Sustainable Design and Construction and continue working to deliver exemplary levels of sustainability throughout Barnet.
- We will support retro-fitting of the housing stock where it does not impact on the character or amenity of an area.
- We will expect all development to be energy-efficient and seek to minimise any wasted heat or power. We will require a Carbon Reduction Strategy in support of major development.
- We will maximise opportunities for implementing new district-wide networks supplied by decentralised energy (including renewable generation) in partnership with key stakeholders in areas of major mixed use growth including town centres.
- We will make Barnet a water efficient borough and minimise the potential for fluvial and surface flooding by ensuring development does not cause harm to the water environment, water quality and drainage systems.
- We will improve air and noise quality by requiring Air Quality Assessments and Noise Impact Assessments from development in line with Barnet's SPD on Sustainable Design and Construction.

## 18.7 Alternative options

18.7.1 Other options considered at the Issues and Options stage are summarised below along with our reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Report for a summary of the comments received and our response to them.

- **Climate change should be the overriding principle for new development**

The efficient use of natural resources and the efficient use of land are a central focus of the Core Strategy and a key consideration in government guidance (e.g. PPS1) and the London Plan. This approach had uncertain economic and social aspects in the Sustainability Appraisal. It is vital that our plans consider the full range of matters relevant to the borough to ensure a sustainable future. An approach that incorporates the efficient use of natural resources and land is considered more appropriate and more consistent with government and London-wide policy which consider climate change alongside wider sustainability matters.

## 19 Dealing with our waste

- 19.1.1 Managing the amount of waste we produce is a key component of being environmentally sensitive and growing successfully. We need to find better ways of dealing with our waste and taking more responsibility for dealing with it within London.
- 19.1.2 The Sustainable Community Strategy highlights that in order to minimise and address the impact of climate change we need to reduce the amount of waste we create and increase the amount we recycle. As the first local authority in the country to introduce compulsory recycling across the borough in March 2005 we recognise that waste prevention is the best way to deal with our waste.
- 19.1.3 As part of the proposals for Brent Cross – Cricklewood a rail linked waste handling and recycling facility is proposed on a site adjoining Edgware Road (A5). This will be developed in partnership with the North London Waste Authority who will vacate the existing Hendon Waste Transfer Station, the site of which is required for intense town centre redevelopment. It is intended that this facility will sort material that can be recycled and will treat non-recyclable waste to enable it to be converted for a fuel for the Combined Heat and Power facility at Staples Corner which also forms part of the proposals for Brent Cross – Cricklewood.
- 19.1.4 The North London Waste Authority (NLWA) and the seven boroughs that are members of it have produced a Joint Waste Strategy which plans for managing the waste collected by the boroughs until 2020. This will be used to facilitate the provision of new waste management facilities and services, to increase recycling and recovery and divert more waste away from going to landfill. The Mayor of London has set a target of 85% self-sufficiency across all waste streams by 2020. This will require new facilities using new technologies that deal with waste as a resource to be developed across London. Barnet has an apportionment target of 210,000 tonnes of waste per annum in 2010 rising to 327,000 tonnes per annum by 2020. We need to identify sufficient land to provide capacity to deal with this waste target and have joined with six other North London boroughs to produce the North London Waste Plan (NLWP). The NLWP will sit alongside the North London Joint Waste Strategy to secure the sustainable management of waste.

### Policy CS 13 – Dealing with our waste

We will encourage sustainable waste management by:

- promoting waste prevention, re-use, recycling, composting and resource efficiency over landfill;
- requiring developments to provide waste and recycling facilities which fit current and future collection practices and targets;
- designating sites through the NLWP to meet an aggregated apportionment target across the seven North London boroughs. These sites will be the principle locations considered suitable for waste facilities; and
- safeguarding a Waste Management Facility in the Brent Cross - Cricklewood Regeneration Area.



## 19.2 Alternative options

19.2.1 Other options considered at the Issues and Options stage are summarised below along with our reason for not choosing them. Please see the Core Strategy Issues and Options Consultation Report for a summary of the comments received and our response to them.

- **We consider that within the Core Strategy there are no reasonable alternatives for dealing with Barnet's waste. The North London Waste Plan has examined alternative options.**

## 20 Delivering the Core Strategy

- 20.1.1 A key mechanism for delivery will be our development management decision making. The policy suite of the Core Strategy and of other LDF documents such as Development Management Policies and Site Allocations will provide the framework for decisions on planning applications.

### 20.2 Working with our partners

- 20.2.1 During the preparation of this Core Strategy we have worked with, and secured the involvement and commitment of, our delivery partners including Barnet's Local Strategic Partnership (LSP) and other key bodies. The Local Strategic Partnership recognises that it has an important role to play in relation to the delivery of this Core Strategy, in particular in bringing forward the infrastructure requirements that will be identified in Barnet's Infrastructure Delivery Plan. We are currently considering innovative ways to achieve this, in particular the financing aspects (the Barnet Financing Plan) to take forward the delivery of infrastructure. Opportunities for partnership working and the joint delivery of services are also being explored to optimise the delivery of Core Strategy objectives.
- 20.2.2 The Council, its partners and central government have agreed Barnet's Local Area Agreement (LAA), which contains a range of goals and targets to improve our services. The Core Strategy will contribute to delivering a number of these outcomes. The indicators we will use to monitor the success of the Core Strategy have been aligned with those in the Local Area Agreement where possible.

### 20.3 Infrastructure

- 20.4 It is vital that the transport facilities and services, utilities and social infrastructure needed to make development work and support local communities is provided, particularly in the parts of Barnet that will experience most growth in future years. We will therefore have regard to the investment and operational plans of infrastructure providers and work with our partners and other relevant organisations to secure necessary infrastructure.
- 20.4.1 The emerging Infrastructure Delivery Plan will set out the anticipated timing of infrastructure provision (although not phasing). Timing and phasing will depend on a variety of factors, including when the development envisaged by this Core Strategy takes place, the availability of funding such as from GAFF and the timing of major investment. In many cases the confirmation of funding for infrastructure is limited to the short term. Nevertheless, it is important to identify medium to long term infrastructure priorities even where funding has not yet been confirmed as the Core Strategy will guide the future decision making of the Council and its partners in relation to infrastructure provision.
- 20.4.2 The Barnet Sites Allocations DPD will contain further information about the infrastructure requirements of the sites and areas in the borough that are expected to experience significant development.

### 20.5 Planning obligations

- 20.5.1 We will use planning obligations (also known as S106 agreements) in appropriate circumstances and in accordance with Circular 05/05 - Planning Obligations, to influence the nature of a development or mitigate or compensate for its potential affects. Where existing and planned provision of infrastructure, facilities and

services are not adequate to meet the needs generated by a proposal, we will negotiate planning obligations to secure measures to meet those needs.

20.5.2 Planning obligations can help to contribute to the success of a development and achieving our aims for a site, its local area and the borough as a whole. They can enhance the quality of a development and enable proposals to go ahead that would otherwise be refused. Planning obligations will only be sought where it is not possible to deal with the matter through the imposition of a condition on a planning permission.

20.5.3 The items sought through a planning obligation will vary depending on the development scheme and its location. Our S106 priorities are:

- priorities for residential development;
- improvements to public transport infrastructure, systems and services;
- education provision;
- affordable or special needs housing;
- priorities for commercial development:
- improvements to public transport infrastructure, systems and services;
- small business accommodation and training programmes to promote local employment and economic prosperity;
- town centre regeneration, promotion, management and physical environmental improvements;
- other benefits sought as appropriate;
- highway improvements;
- environmental improvements;
- provision of open space; and
- other community facilities.

20.5.4 In considering planning obligations, we will take into account the range of benefits a development provides. The extent to which a development is publicly funded will also be taken into account and policy applied flexibly in such cases. Pooled contributions will be used when the combined impact of a number of schemes creates the need for infrastructure or works.

20.5.5 Additional detail on our approach to planning obligations is set out in the Interim Guidance Note on Section 106 which has been brought forward in response to the recession.

## 20.6 Community Infrastructure Levy

20.6.1 The government has published details of its intention to enable local authorities to set a Community Infrastructure Levy (CIL), a standard charge to be decided upon by authorities which will contribute to the costs of infrastructure arising from new development. The government intends to produce further guidance on how this will operate but has signalled that it intends the definition of infrastructure to be covered by CIL to be as wide as possible to encompass physical, social and green infrastructure such as schools and parks. Initial guidance suggests that CIL should apply to most forms of development including residential and commercial

development. Negotiated planning obligations will still be possible for site specific issues and to allow for affordable housing to be delivered on site.

- 20.6.2 Providing the government takes these proposals forward, we will investigate the appropriateness of developing a Barnet CIL and whether this represents the most appropriate way of delivering the aims of this Core Strategy. Such an approach would build upon our current approach of using standard formulae to calculate contributions towards providing school places and contributions to libraries. The emerging Barnet Infrastructure Delivery Plan will develop a robust methodology to set a viable charging schedule for CIL.

## 20.7 Cross boundary working

- 20.7.1 We are working with neighbouring boroughs, the wider North London sub-region and other north London local authorities to ensure that Barnet's Core Strategy takes account of their plans and programmes as well as the spending and delivery plans of regional bodies such as Transport for London.

## 20.8 North London - Luton corridor

- 20.8.1 We will continue to work with Transport for London, Brent, Camden, and Harrow councils to develop a strategic approach to the management of locations with major growth potential along the London section of the London-Luton-Bedford co-ordination corridor. This focuses on the strategic co-ordination of infrastructure (including transport) to support and co-ordinate the growth potential of areas such as Brent Cross, Cricklewood, Mill Hill and Colindale.
- 20.8.2 In partnership with Brent, Camden and Harrow we are working on developing the corridor concept further, starting with more detailed work on transport infrastructure and through engaging key partners to the north of London, such as Luton and Watford councils and the East of England Development Agency. This work will help build the case for investment in transport and social infrastructure to support growth (including that set out in this Core Strategy) by providing a basis for discussions with national providers as well as Transport for London.

## 20.9 Co-ordinating with neighbouring boroughs

- 20.9.1 We also work closely with neighbouring boroughs to ensure that a consistent approach is taken in relation to growth areas and town centres which adjoin or cross borough boundaries.
- 20.9.2 The south west boundary of the Colindale Area Action Plan separates Barnet from Brent. Both boroughs recognise the opportunities for growth along the Edgware Road.
- 20.9.3 The North Circular Road Area Action Plan adjoins our boundary with Enfield and we are discussing the impact of development of 2,000 new homes, delivered through renewal, refurbishment or redevelopment, on local transport and community infrastructure.
- 20.9.4 We have prepared some of our key evidence studies for this Core Strategy in conjunction with our neighbouring authorities:
- a Strategic Housing Market Assessment has been jointly undertaken with the other North London housing sub-region boroughs (Barnet, Enfield, Hackney, Haringey, Islington and Westminster);
  - an Strategic Flood Risk Assessment has been produced jointly with Enfield, Hackney, Haringey and Islington;

## 20.10 Monitoring

20.10.1 We will monitor the effectiveness of the Core Strategy in delivering its objectives by assessing performance against a series of indicators. These include core indicators, set by the government, and local, Barnet -specific indicators.

20.10.2 Each year we will publish an Annual Monitoring Report, which will:

- assess the performance of the Core Strategy and other LDF documents by considering progress against the indicators proposed;
- set out Barnet's updated housing trajectory;
- identify the need to reassess or review any policies or approaches;
- make sure the context and assumptions behind our strategy and policies are still relevant; and
- identify trends in the wider social, economic and environmental issues facing Barnet.

### **Policy CS 14 - Delivering the Core Strategy**

We will work with Barnet's Local Strategic Partnership and other partners to deliver the vision, objectives and policies of this Core Strategy. We will :

- work with relevant providers to ensure that necessary infrastructure is secured to support Barnet's growth and provide the facilities needed for the borough's communities. Information on the key infrastructure schemes in Barnet up to 2026 are set out in the Core Strategy Infrastructure Delivery Plan
- use planning obligations and other suitable funding mechanisms, where appropriate, to secure infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development;
- work with neighbouring boroughs to co-ordinate delivery across boundaries; and
- monitor the implementation of the Core Strategy and publish the results in our Annual Monitoring Report.

# Have your say



We want to hear your views on the future vision of the borough.

The Core Strategy Direction of Travel is available on our website

[www.barnet.gov.uk/planning-consultations](http://www.barnet.gov.uk/planning-consultations)

Copies can be viewed at any Barnet library and at the: planning reception which is located at:

Barnet House 2nd floor  
1255 High Road  
London N20 0EJ

- The reception is open Monday to Friday:  
9.00am to 5.00pm

Please send us your comments by email or by post using the contact details below. The deadline for responses is **January 4th 2010**.

## You can have your say at the following events:

- Finchley and Golders Green Forum meeting occurring on the 23rd November at 6.30pm  
St. Michael's Church, The Riding (off Golders Green road), Golders Green NW11
- Chipping Barnet Residents Forum meeting occurring on the 24th November at 6.30pm  
Chipping Barnet library, 3 Stapylton Road, Barnet EN5
- Hendon Residents Forum meeting occurring on 25th November at 6.30pm  
Barnet Multi-Cultural Community Centre, Algernon Road, Hendon NW4

## Contact details

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