
Barnet Draft Local Plan (Reg 19) 2021 to 2036

**Submitted for independent examination pursuant to Regulation
22 of the Town and Country Planning (Local Planning)
(England) Regulations 2012**

November 2021

Foreword

Barnet is London's most populous borough. Over 400,000 people live in Barnet. The Borough's excellent schools, vibrant town centres, accessible green spaces and diverse communities all contribute to a popular and family friendly place where people choose to live.

Barnet's popularity means that it will continue to grow. Ensuring that the Borough retains the qualities that make it attractive while also accommodating the needs of future generations for new homes, jobs and infrastructure is a role for the new Barnet Local Plan. We are planning a fit-for-purpose planning framework for the Borough with a Plan that looks ahead to 2036.

The shadow cast by the COVID19 pandemic and the rapid changes to how people live, learn, work and travel has had a major impact on the qualities that attract people, and families in particular, to live and stay in the Borough. Many of these changes have wide-ranging and long-reaching consequences and it is likely that many of these could remain in the medium to long term, extending some way into the lifetime of this Plan. It's important to have a Plan that is sufficiently flexible, enabling us to adapt to these challenges and help Build Back Better.

Despite the economic challenges of the past decade the Council's 2012 Local Plan has successfully supported sustainable growth in Colindale and Mill Hill East as well as the renewal and regeneration of large housing estates such as Stonegrove-Spur Road, Dollis Valley, Grahame Park and West Hendon. Added to this is Brent Cross, Barnet's largest and most significant area of regeneration. This reflects the Council's work to deliver against challenging housing targets which continue to increase. To accommodate Barnet's population growth and help younger generations get on the housing ladder at least 35,500 new homes need to be built by 2036.

Future growth needs to take a wider focus. Using the Local Plan to broaden the approach to growth, taking advantage of development opportunities within Barnet's town centres helping them to thrive by making more attractive family friendly destinations and areas where transport improvements such as the West London Orbital Line and new cycling and walking routes are planned. The Plan will also respond to technological change such as electric cars and regulatory measures to reduce environmental pollution, helping to revitalise our major thoroughfares as places to live and work.

Through the Local Plan the Council will ensure that the positive benefits of growth and investment are shared making the Borough more socially and economically inclusive as well as environmentally sustainable.

Through working with residents and business we will ensure that Barnet's new Local Plan helps the Borough to make a broad and lasting recovery.

Consultation Details

The Council is in the process of reviewing and updating the Brough's planning policies in a document, known as the Local Plan. It forms a 15-year strategy which emphasises Barnet's many strengths as a place to live, work and visit. The Local Plan sets out a vision for how the Borough will change as a place over the next 15 years.

The Council welcomes your input on this draft Local Plan which will have an impact on the people who live, work, operate a business or visit the Borough as well as future generations.

This document sets out the Council's Publication Local Plan which will be submitted to the Planning Inspectorate for Independent Examination. The Council is inviting comments on the soundness of the Local Plan. Plans are 'sound' if they are positively prepared, justified, effective and consistent with national policy. Further details on 'soundness' are set out in the NPPF (para 35).

Public consultation on the draft Local Plan (formally known as Reg 19) will take place from 28th June 2021 to 9th August 2021. Following engagement on this stage, we will submit the Plan, together with supporting evidence and all representations received on the Reg 19, to a Government Planning Inspector for Independent Examination.

The draft Local Plan and accompanying documents are available to view at:

- local libraries (details and opening hours available at <https://www.barnet.gov.uk/libraries/library-opening-times>)
- online at <https://engage.barnet.gov.uk/>

Any comments (known as representations) should be made using a Representation Form available online at the above locations.

You can have your say by using the Representation Form clearly stating the nature of your comments and the changes you are seeking. This can be emailed via : forward.planning@barnet.gov.uk or by completing and returning the form by post to:

Planning Policy Team at 2 Bristol Avenue, Colindale, London, NW9 4EW

Further information is also available from the team on 020 8359 3000

Representations about the Local Plan must be submitted by one of the methods specified above no later than midnight on 9th August 2021.

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Local Plan List of Policies

BARNET’S VISION & OBJECTIVES

Policy BSS01 Barnet's Spatial Strategy

GROWTH & SPATIAL STRATEGY

Policy GSS01 Delivering Sustainable Growth
 Policy GSS02 Brent Cross Growth Area
 Policy GSS03 Brent Cross West Growth Area
 Policy GSS04 Cricklewood Growth Area
 Policy GSS05 Edgware Growth Area
 Policy GSS06 Colindale Growth Area
 Policy GSS07 Mill Hill East
 Policy GSS08 Barnet's District Town Centres
 Policy GSS09 Existing & Major New Transport Infrastructure
 Policy GSS10 Estate Renewal
 Policy GSS11 Major Thoroughfares
 Policy GSS12 Redevelopment of Car Parks
 Policy GSS13 Strategic Parks and Recreation

HOUSING

Policy HOU01 Affordable Housing
 Policy HOU02 Housing Mix
 Policy HOU03 Residential Conversions and Redevelopment
 Policy HOU04 Specialist Housing
 Policy HOU05 Efficient Use of Barnet's Housing Stock
 Policy HOU06 Meeting Other Housing Needs
 Policy HOU07 Gypsies, Travellers and Travelling Showpeople

CHARACTER DESIGN & HERITAGE

Policy CDH01 Promoting High Quality Design
 Policy CDH02 Sustainable and Inclusive Design
 Policy CDH03 Public Realm
 Policy CDH04 Tall Buildings
 Policy CDH05 Extensions
 Policy CDH06 Basements
 Policy CDH07 Amenity Space and Landscaping
 Policy CDH08 Barnet's Heritage
 Policy CDH09 Advertisements

TOWN CENTRES

Policy TOW01 Vibrant Town Centres
 Policy TOW02 Development principles in Barnet's Town Centres, Local Centres and Parades
 Policy TOW03 Managing Hot Food Takeaways, Adult Gaming Centres, Amusement Arcades, Betting Shops, Payday Loan Shops, Pawnbrokers and Shisha Bars
 Policy TOW04 Night –Time Economy

COMMUNITY USES, HEALTH AND WELLBEING

Policy CHW01 Community Infrastructure
 Policy CHW02 Promoting health and wellbeing

Policy CHW03 Making Barnet a safer place
Policy CHW04 Protecting Public Houses

ECONOMY

Policy ECY01 A Vibrant Local Economy
Policy ECY02 Affordable Workspace
Policy ECY03 Local Jobs, Skills and Training

ENVIRONMENT & CLIMATE CHANGE

Policy ECC01 Mitigating Climate Change
Policy ECC02 Environmental Considerations
Policy ECC02A Water Management
Policy ECC03 Dealing with waste
Policy ECC04 Barnet's Parks and Open Spaces
Policy ECC05 Green Belt and Metropolitan Open Land
Policy ECC06 Biodiversity

TRANSPORT & COMMUNICATIONS

Policy TRC01 Sustainable and Active Travel
Policy TRC02 Transport Infrastructure
Policy TRC03 Parking management
Policy TRC04 Digital Communication and Connectivity

APPENDICES

Appendix A - List of Evidence

Appendix B - Acronym Buster and Glossary

Appendix C – Replacement of Local Plan Policies

ANNEX 1 – SCHEDULE OF PROPOSALS

1 Chapter 1 – Introduction

1.1 A New Local Plan for Barnet

- 1.1.1 The Council is progressing a new Local Plan. The existing Local Plan (comprising Core Strategy and Development Management Policies Development Plan Documents) was adopted in 2012. Appendix C sets out how the 2012 Local Plan policies are being replaced. Policies in Local Plans should be reviewed at least once every five years to check whether they need to be updated on the basis of changing circumstances locally or relevant changes in national policy. Therefore, these documents now need to be reviewed in full and the Local Plan updated to ensure that the Borough continues to grow and develop to provide a thriving place for people to live, work and visit.
- 1.1.2 The new Local Plan also needs to take account of new national planning policy in the form of the National Planning Policy Framework (NPPF) and a new London Plan (2021).
- 1.1.3 The new Local Plan establishes the Council's vision for growth and development in Barnet over a 15 year period (2021-2036) and together with the adopted documents shown in Figure 1, forms the Development Plan for Barnet. The Development Plan is the basis upon which planning applications will be determined unless there are material planning considerations that indicate otherwise. Where relevant to assessing an application, all policies in the Local Plan need to be considered and tensions between different policies reconciled in reaching a balanced agreement.
- 1.1.4 Table 1 sets out the regulatory stages and timetable for planmaking. This document is known as Barnet's Publication Local Plan. This version of the Local Plan is a draft document specifically produced to enable representations to be made on the draft plan that will then be considered by an independent Inspector at the examination stage. It takes account of comments received on the previous stage of consultation: Preferred Approach (January 2020 to March 2020). It is the version that the Council seeks to adopt as the framework for decision making on planning. The Council recognises however that it is possible that responses to this regulatory stage will result in further proposed changes to the Plan as part of the Examination in Public.
- 1.1.5 At this stage of the Plan comments should be related to the 'test of soundness' as set out in the NPPF. These are whether the Plan is "sound" in respect of being:

Positively prepared – providing a strategy which, as a minimum, seeks to meet the area's objectively assessed needs; and is informed by agreements with other authorities, so that unmet need from neighbouring areas is accommodated where it is practical to do so and is consistent with achieving sustainable development;

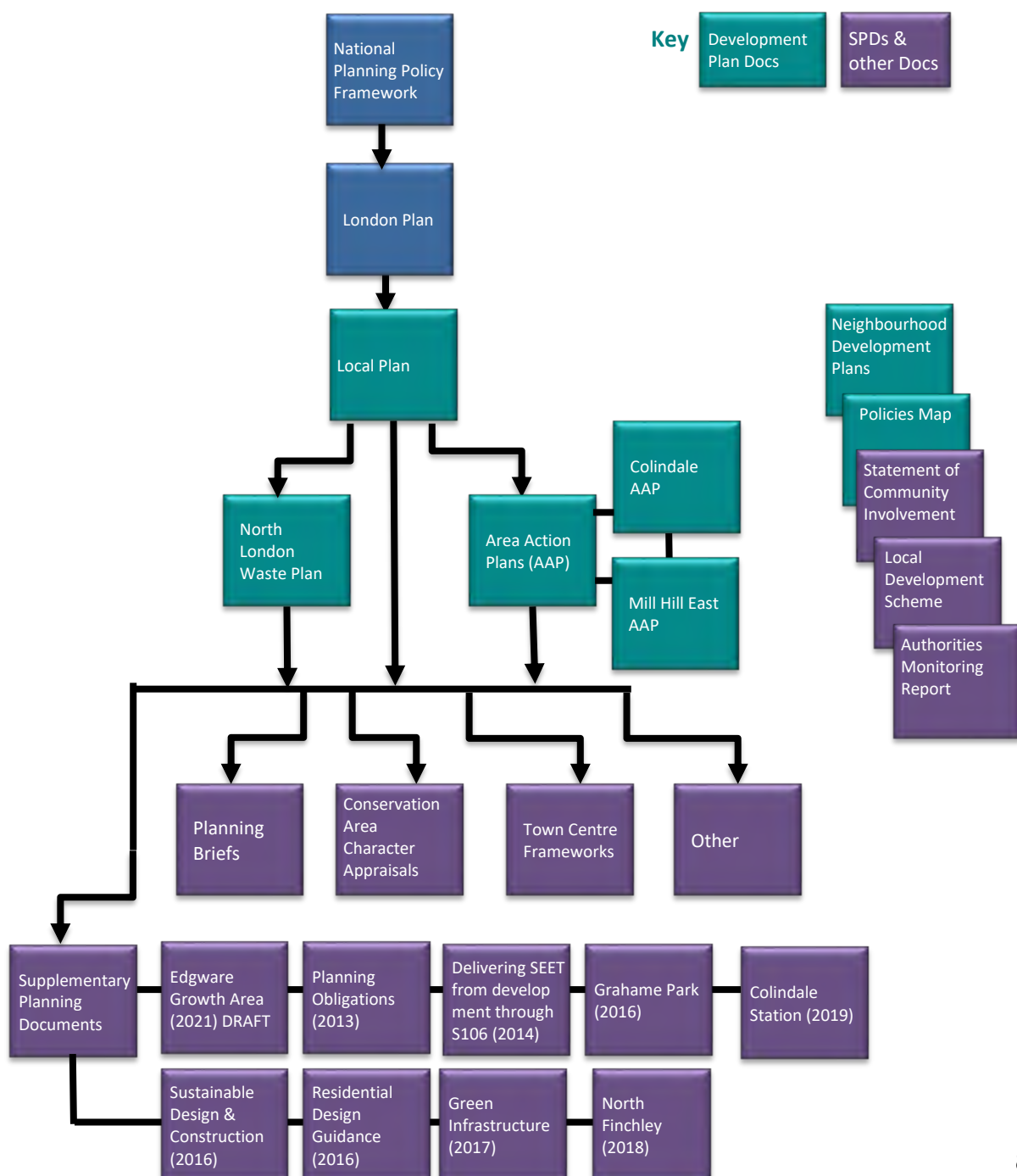
Justified – an appropriate strategy, taking into account the reasonable alternatives, and is based on proportionate evidence;

Effective – deliverable over the plan period, and based on effective joint working on cross-boundary strategic matters that have been dealt with rather than deferred, as evidenced by the statement of common ground; and

Consistent with national policy – enabling the delivery of sustainable development in accordance with the NPPF.

1.1.6 All representations received on Barnet’s Local Plan Publication (Reg 19) will be summarised and collated within a consultation statement to be considered by the appointed Inspector alongside the Local Plan. Respondents will be identifiable by name. Any other personal information will be processed in accordance with the General Data Protection Regulations 2018.

Figure 1 - Barnet’s Development Plan



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

Table 1 – Local Plan Timetable

1.2 Barnet’s Development Plan

1.2.1 Barnet’s Local Plan (2021-2036) provides a positive strategy for delivering the Council’s priorities through sustainable development. It identifies areas for housing and employment growth and reflects the benefits of major investment in infrastructure that projects such as the West London Orbital will bring to the Borough. It will also assist in the delivery of other Council Plans and Strategies (as set out in Figure 2). This includes the Growth Strategy which sets out where the Council will focus its interventions to support delivery of development and regeneration. These plans and strategies provide a robust planning framework against which the aspirations of the Council can be successfully delivered.

Figure 2 - Relationship of Local Plan to Council Strategies



1.2.2 The Local Plan sets out the detailed policy approach for the Borough. It sets out:

- The challenges faced in Barnet and the Council's Vision and Objectives for growth and development over the plan period.
- Locations for housing and employment growth
- Policies to ensure that housing and employment space meets need and is affordable.
- Policies to ensure that development is sustainable and built to a high quality of design.
- Policies to maintain the vibrancy and vitality of our commercial centres and help support recovery and renewal from COVID19
- Policies to maintain environmental quality.
- Policies to support a sustainable transport infrastructure network.
- Policies to support social and community infrastructure

1.2.3 The Policies Map shows the main policy designations such as Green Belt, Metropolitan Open Land, conservation areas, employment areas, town centres and open spaces as well as the site proposals that are highlighted in Annex 1.

1.3 London Plan and the National Planning Policy Framework (NPPF)

1.3.1 Barnet's Local Plan has been prepared within the context of the NPPF (2019), which states a strong presumption in favour of sustainable development. In relation to plan-making, the NPPF requires Local Plans to positively seek opportunities to meet the development needs of their area and be sufficiently flexible to adapt to rapid change (NPPF para 11).

1.3.2 Barnet's Local Plan has also been prepared to be in general conformity with the policies in the London Plan (2021), The London Plan sets housing targets that boroughs should deliver as a minimum and identifies locations for future growth along with strategic policies for delivering the identified growth.

1.3.3 The following Barnet areas are designated (or were previously designated in the case of Mill Hill East) in the London Plan.

- Brent Cross Cricklewood – The London Plan designates Brent Cross Cricklewood as an Opportunity Area. The planning framework for Brent Cross Cricklewood is set out in the Area Development Framework adopted as Supplementary Planning Guidance in December 2005. Formerly a Regeneration Area Brent Cross / Cricklewood is now designated as three individual Growth Areas in Local Plan: Brent Cross, Brent Cross West / Staples Corner and Cricklewood Town Centre.

- Colindale-Burnt Oak – The London Plan designates Colindale as an Opportunity Area. The planning framework for Colindale is set out in the Area Action Plan adopted in March 2010. Unimplemented allocations in the AAP remain part of the Local Plan Schedule of Proposals. Formerly a Regeneration Area, Colindale is now designated as a Growth Area in the Local Plan.
- New Southgate – The London Plan designates New Southgate as an Opportunity Area. A planning framework will be produced jointly with the GLA, LB Enfield and LB Haringey that will further assess the development potential of this area.
- Mill Hill East – The planning framework for Mill Hill East is set out in the Area Action Plan adopted in January 2009. Unimplemented allocations in the AAP remain part of the Local Plan. Formerly an Area for Intensification, Mill Hill East is now identified as an area for good suburban growth in the Local Plan.

1.4 Evidence Base

- 1.4.1 National planning policy requires that Local Plans should be based on up-to-date and relevant evidence about the economic, social and environmental characteristics and prospects of the Borough. An extensive evidence base has informed the preparation of this Local Plan. This includes technical studies covering a range of topics such as housing need and delivery, employment land, transport, Green Belt and Metropolitan Open Land, infrastructure requirements and flood risk. A full list of technical evidence base documents is set out at Appendix A. Reference is also made here to data and information the Council has been collecting to support its response to COVID19.
- 1.4.2 In addition, a combined Sustainability Appraisal (SA), Equalities Impact Assessment (EqIA) and Health Impact Assessment (HIA) of the Barnet Local Plan (2021-2036) has also been undertaken. This is known as the Integrated Impact Assessment (IIA). The IIA is published alongside the Local Plan.
- 1.4.3 The SA component of the IIA assesses Local Plan policies and site proposals against a range of social, environmental and economic indicators and helps to identify all the likely significant effects. The SA advises on ways in which any adverse effects could be avoided, reduced or mitigated or how any positive effects could be maximised. This helps to ensure that the emerging policies and site proposals promote sustainable development.
- 1.4.4 Another element of the IIA is the EqIA which ensures that the policies in the Barnet Local Plan do not discriminate in any form (age, sex, race, disability, religion, sexual orientation, marriage/civil partnership, gender reassignment).
- 1.4.5 The HIA assesses the impact which Local Plan policies will have on the health of Barnet's population.

1.4.6 The Local Plan is also screened to ascertain its impact on sites of European importance for habitats or species (Habitats Regulation Assessment (HRA)). Where the potential for likely significant effects cannot be excluded an appropriate assessment of the implications is required.

1.5 Community Engagement and Duty to Co-operate

1.5.1 Local Plans are subject to a rigorous statutory process involving several stages of public consultation. These stages of engagement from visioning workshops in 2017, through several rounds of public consultation up to participation in the examination in public in 2022 will help shape the Local Plan. Further detail on how we will consult and what you have told us so far is set out in the Local Plan Consultation Report.

1.5.2 As required by the Localism Act 2011 and the 'duty to co-operate', the Council is committed to co-operating with a wide range of organisations including neighbouring authorities, infrastructure providers and key organisations on strategic and cross-boundary planning issues. The Council's intentions, the work it has done so far on co-operation and the template for addressing strategic issues, are set out in the Duty to Co-operate Statement and the Initial Statement of Common Ground.

1.6 Neighbourhood Plans

1.6.1 Communities can influence the future of their local areas by preparing a Neighbourhood Plan that sets out the vision for the area and general planning policies to guide development. Neighbourhood Plans are led and written by the community (not the Council) and must be in accordance with Barnet's adopted Development Plan as well as London Plan and national planning policy.

1.6.2 A Neighbourhood Plan that is prepared in line with legal requirements and supported by a majority in a local referendum must be adopted by the Council. Once adopted, a Neighbourhood Plan becomes part of the Development Plan and will be taken into account alongside the Council's other plans when making decisions on planning applications in that area. Neighbourhood Plans should support development and provide policies to guide and shape the form it takes. One Neighbourhood Plan in Barnet at West Finchley is, subject to a confirmatory referendum, expected to be adopted in Autumn 2021. Progress on this is set out on the Council's planning webpages.

1.7 Boundary Review

1.7.1 Following an electoral review by the Local Government Boundary Commission the Boroughs ward boundaries will change in May 2022. The changes are set out in the London Borough of Barnet (Electoral Changes) Order 2020. Council will ensure that these are reflected in the Local Plan.

2 Chapter 2 Challenges and Opportunities

2.1 Response to COVID19

- 2.1.1 Barnet has been impacted greatly by the COVID19 pandemic, particularly on many aspects of day-to-day life, from how we shop, work and learn to how we relate to our immediate environment indoors and most importantly how we relate to each other. While primarily a health issue, the unprecedented responses the pandemic has necessitated means that it is also an economic and social crisis. There are a range of long term changes we will need to respond to in planning the future of the Borough. This includes changes to our places, travel patterns and economy as well as health and wellbeing issues particularly among young people.
- 2.1.2 The pandemic has created new, and in some cases dramatic, economic challenges for residents, businesses and town centres. Young people, black and minority ethnic communities and people living in overcrowded rented accommodation have suffered a disproportionate impact from COVID-19 particularly in terms of rising unemployment, worsening mental health and reduced physical activity. Existing health inequalities in Barnet have been further heightened.
- 2.1.3 Although local evidence on the long term impact of COVID19 is still emerging, particularly through the Council's COVID19 Recovery Programme, the Local Plan help form the basis of a response to the pandemic. It reflects Council priorities: to support residents to improve their skills and get good jobs in the post-COVID economy; to enable town centres and our regeneration areas to thrive, and create an environment in which businesses can succeed and accelerate the borough-wide roll out of high quality digital connectivity. As part of the London Recovery Programme the Council is working with the Mayor of London and London Councils as well as other partners from the public, private and voluntary sectors to help restore confidence in the city, minimise the impact on London's most vulnerable communities and helping to rebuild the capital's economy and society.
- 2.1.4 With more people set to continue to work at home there has been a greater connection with local services in town centres. The concept of the '15 minute neighbourhood' underpins the advantages for people to have local shops as well as parks and open spaces that can be used for essential daily exercise and recreation within a readily walkable distance. The Local Plan helps to safeguard and enhance such valuable spaces. In addition, through promotion of Healthy Streets and healthy environments the Local Plan encourages more active and sustainable modes of travel as well as providing a framework for actions from the emerging Sustainability Strategy for making Barnet carbon neutral and helps facilitate a green recovery from COVID-19.

- 2.1.5 The importance of adequately sized homes to health and wellbeing has been highlighted by COVID19, particularly for those living in overcrowded rented accommodation. We know that having the right home helps families stay healthy, sustain a job, care for the family and contribute to their community. Having access to outdoor space was found to be particularly acute during the pandemic lockdown for those living in accommodation without access to private gardens. Health inequalities linked to deprivation are a key challenge for the Plan. The Council's Estate Renewal programme has the potential to positively address deprivation and associated health inequalities which have been further exposed by COVID19. Issues of ventilation and air circulation, social distancing space, homeworking space, private amenity space (in terms of gardens and balconies) and use of public realm and open spaces coming to the fore can be addressed by good quality design, delivering good quality safe, sustainable homes and places where people choose to work, rest and stay.
- 2.1.6 In our town centres the impact of e-tailing (online shopping) and m-tailing (mobile app shopping) has been amplified by the COVID19 pandemic. Whilst they now present greater challenges they also provide opportunities for Barnet's town centres to improve their offer, helped by the Council's COVID19 Recovery Programme and the way the Local Plan responds to the Government's fundamental review of the Use Classes Order in 2020 which introduced Use Class E – Commercial, Business and Service Uses. Use Class E is intended to allow greater flexibility to change between commercial, business and service uses. It will therefore have an impact on the Council's ability to manage and safeguard commercial uses in Barnet's town centres and employment areas. Further planning reforms through the General Permitted Development Order in 2021 have widened permitted development, allowing conversion from Use Class E to residential. The Government's encouragement of permissiveness presents a significant challenge for enabling existing businesses to be resilient and ensure that Barnet remains a great place to start and grow a business. In addition, the impact of the departure from the European Union on Barnet's economy will have to be considered in planning the future of the Borough.

2.2 Opportunities for Good Growth

- 2.2.1 Good growth is socially and economically inclusive as well as environmentally sustainable. Good growth is about utilising Barnet's advantages to deliver sustainable growth that works for everyone, contributing to strong and cohesive, family friendly communities, promoting healthy living and wellbeing, as well as delivering the homes that the Borough needs. Good growth involves making the Borough a place of economic growth and prosperity that is fit for recovery from COVID19, creating an environmentally sustainable Barnet that has built resilience to climate change.

2.2.2 Good growth needs to be supported by the timely delivery of infrastructure. Barnet's Infrastructure Delivery Plan (IDP) represents the Council's current assessment of infrastructure and helps identify the gap in funding to meet the Borough's infrastructure needs. It is a live document that is kept under constant review. With further assessment, the number and value of projects identified within the IDP will increase.

2.3 **Barnet's Character**

2.3.1 To fully appreciate Barnet's character, it is important to understand its growth in the last 150 years from a population of 6,400 living in villages in the mid-19th century to over 400,000 residents living in a successful London suburb¹. An important part of the Borough's character, is that as home to more families than any other London borough, a family friendly place. On the basis of current projections up to 2036, Barnet's population is expected to reach 452,000.

2.3.2 Barnet is one of the greenest boroughs in London and has 28% of its area designated as Green Belt. Overall, there is 1,192 hectares of public open space across the Borough. A key challenge of the Local Plan is to ensure that the distinctive character of the area is retained and where possible, enhanced further, whilst achieving sustainable growth. Character can also evolve over time in a positive way with good growth from developments large and small. Furthermore, the Council seeks to optimise the opportunity to use the Borough's open spaces asset to improve the health and wellbeing of its residents and attract visitors to the area.

2.3.3 In responding to the challenges of growth in the 21st Century Barnet needs to be innovative in identifying solutions. The Borough can draw upon the legacy of Raymond Unwin, the architect of Hampstead Garden Suburb, who along with Ebenezer Howard was one of the founders of the Garden City movement.

2.3.4 Sustainable growth is key to delivering the vision and objectives of this Plan to meet the needs of the Borough. Proposals such as the West London Orbital and the potential arrival of Crossrail 2 at New Southgate could provide a catalyst for growth. This potential must be planned for whilst the Council recognises the consequences of delays or cancellation. Ambitious schemes at Brent Cross Cricklewood, including Brent Cross Town, will help areas develop a new character. Understanding the challenges that we face in terms of providing new homes, jobs, services and infrastructure whilst still protecting Barnet's distinctive character underpins the effective delivery of the policies within the Local Plan. Effective planning will seek to maximise the opportunities that the Borough has to offer, including its town centres and areas of growth, open space and connectivity.

2.3.5 The Key Facts Evidence Paper provides further detail on the characteristics of the Borough and a profile of the key indicators and statistics that have formed the background to the issues, challenges and opportunities for the area.

2.4 Housing

- 2.4.1 A significant challenge for the Local Plan will be to provide a suitable mix of good quality housing that, in meeting the changing needs of the local community, remains affordable and is capable of serving future generations. The challenge is not simply a crisis of numbers. Significant quantities of new homes are needed with increased access to home ownership for first-time buyers but the real problem is not the numbers, but the affordability, type, design, quality and location of new and existing homes. It is important that the size and mix of homes delivered will reflect the changing demographic and economic make-up of Barnet. This Plan will seek efficient use of previously developed land and Barnet's existing housing stock. It will support opportunities for tenure diversity when it can bring development forward quicker and may consider precision manufactured housing on long term regeneration sites as an appropriate option in addressing Barnet's housing needs.
- 2.4.2 An efficient housing market that offers choice and affordability has an impact on the diversity of the area. The Council seeks to use all tools available to ensure that the Borough's housing needs are met, with the challenge of homes actually being built after planning permission is granted and that supporting infrastructure is funded and delivered in the right place and at the right time. Housing delivery must be accompanied by investment in transport, education, health, leisure, open spaces, green corridors and new employment opportunities. Barnet's Housing Delivery Action Plan (HDAP) highlights the causes of delays following planning consent and sets a narrative for housebuilding, highlighting the obstacles to delivery. Within the context of national housebuilding the HDAP sets out the local actions the Council proposes to undertake to help speed up the delivery of new homes in Barnet.
- 2.4.3 Provision of good quality, affordable rented homes is also a challenge as house prices have continued to rise in the Borough and demand for rental properties has increased.
- 2.4.4 Barnet's Housing Strategy 2019–2024 highlights that the Council will promote delivery of homes that meet the needs of older people and those with disabilities, as well as measures to support young people leaving care to make a successful transition to living independently. Provision of housing to meet these needs can also help support the wider objectives of the Council including health, wellbeing and safety. If delivered effectively this is a key opportunity that can be maximised through successful implementation of this Plan.

2.5 Economy and Town Centres

- 2.5.1 Barnet's town centre hierarchy provides a strong, distinctive feature for the Borough economy. The variety of centres (regional, major, district and local) across the Borough will be the focus of sustainable, mixed-use development, with the aim of promoting their unique identity as a catalyst for future growth. The UK retail market has been experiencing significant structural and conceptual changes, with the closure and consolidation of major national stores and brands, and the continuing competition from on-line retail. In addition, COVID19 has greatly impacted the economy with the full long term effects upon business and employment, remaining relatively unknown. A challenge to the success of town centre growth and vitality is the rise in online shopping and the difficulties that high street and independent retailers have had in responding to this competition. In response by offering a unique experience and providing destinations that allow people to access jobs, leisure and cultural facilities and enjoy attractive public realm, re-invigorated town centres can generate increased footfall and further contribute to local economic prosperity.
- 2.5.2 Local economic sectors that were declining before COVID19 such as retail and hospitality are expected to continue to do so, whilst others such as health and care, construction, creative industries and the "green" economy continue to grow at unprecedented rates. This creates new opportunities for the future that many residents will be able to access. Through Barnet's Work, Skills and Productivity Action Plan the Council is prioritising support for young people between 16 and 24 and is working directly with those furthest from the labour market to unlock opportunities to access employment. It is also seeking to improve pathways into work by prioritising high growth sectors; and delivering at scale and pace to ensure a fast recovery and prevent many residents from falling out of work.
- 2.5.3 As highlighted in the Key Facts Evidence Paper Barnet's economic activity rate is below the London and UK average. The employment rate is also lower than that for London. Employment in Barnet is expected to grow by 22% by 2036, generating an additional demand for office space of approximately 40,000 m². With a strong culture of self-employment in Barnet it is particularly important that there is sufficient provision of affordable and flexible workspace, particularly in town centres, to support small to medium businesses that can contribute to the success of the Borough's economy.

2.6 Environment

- 2.6.1 Maintaining the quality of the environment whilst delivering the levels of forecast growth is a key challenge for Barnet. Good growth also provides an opportunity to become more efficient and resilient, adapting to the consequences of environmental change created by human behaviour and mitigating the future impacts in particular flood risk and water quality from proposed development. Water supply and waste water management have both been assessed as part of the West London Alliance Strategic Infrastructure Delivery Plan (WLA SIDP). A Stage 2 Strategic Flood Risk Assessment provides further support for the Local Plan's development proposals.

- 2.6.2 Barnet is one of the greenest boroughs in London. Green spaces and low density suburban development form an important element of Barnet's character. There is a challenge in protecting and enhancing this space and amenity value to residents. Barnet's Parks and Open Spaces Strategy 2016-26 (BPOSS) provides evidence on existing open spaces that forms part of Barnet's Green Infrastructure network and its intrinsic value. To make Barnet carbon neutral by 2050 the Council is progressing a Sustainability Strategy that sets out the actions we will take to deliver a green and thriving Borough; with a key focus on keeping neighbourhoods clean, green and with good air quality, ensuring that development and growth in the borough is sustainable, maximising reusing and recycling, and reducing consumption and waste.
- 2.6.3 The London Plan outlines the Mayor's aspirations to become zero carbon by 2050 by increasing energy efficiency and maximising the use of low carbon energy sources in all stages of the development process, from design and construction to operation. An integrated approach to development should see all sectors coming together to achieve good growth alongside a healthy and attractive, low carbon environment, that can improve air quality, mitigate the impacts of climate change, enhance green infrastructure and encourage active travel.

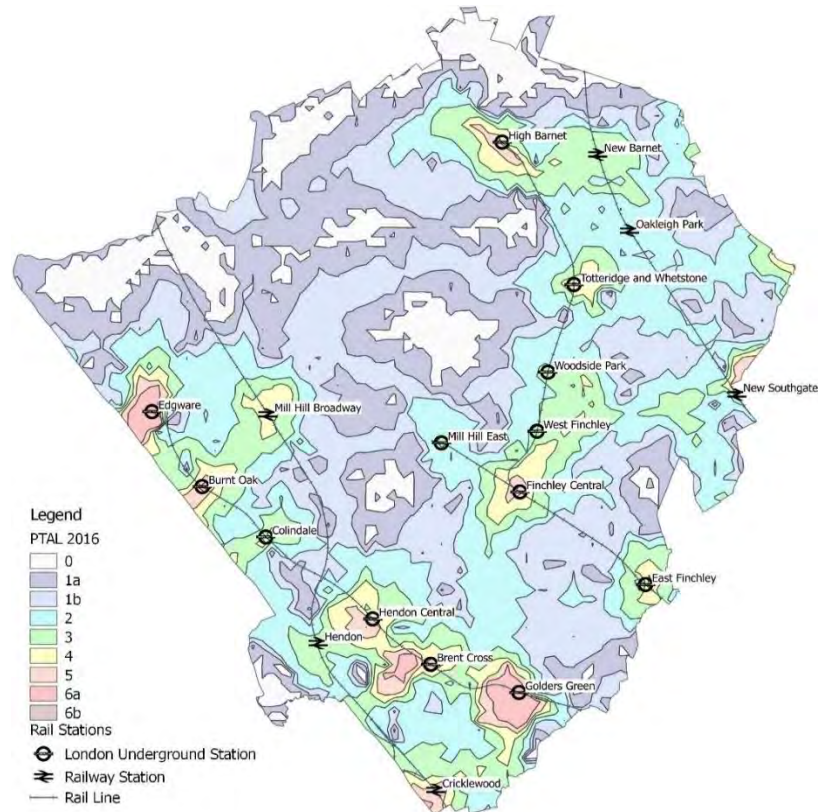
2.7 Health and Wellbeing

- 2.7.1 Health and wellbeing is strongly determined by the surrounding environment in which people live, including factors such as housing, education, air quality, unemployment, transport/connectivity and social inclusion. Planning policies can contribute greatly to many of these determinants of health, which is a further challenge over the plan period. The Council will seek to ensure that both direct and indirect consequences of the delivery of this Plan will help improve the health and wellbeing of local residents. COVID19 has highlighted further existing public health challenges and disparities in health and wellbeing to which the Council is responding through the Health and Wellbeing Strategy 2021-2025 to respond to
- 2.7.2 The Joint Strategic Needs Assessment (JSNA) provides a background to understanding the needs of the population. Whilst the Joint Health and Wellbeing Strategy sets the vision and priorities on how the Council can help create a healthy place that supports people in living healthy and happy lives and staying as independent as long as possible. A key ambition for the Local Plan is delivering the Healthy Streets Approach. As outlined in the London Plan this promotes the use of public space to improve health and reduce health inequality.
- 2.7.3 Barnet's growth has the potential to bring several challenges for community safety and cohesion. Policies should express the objectives of the Community Safety Strategy 2015-2020 to reduce crime and fear of crime, helping to ensure Barnet is recognised as a safe place to visit, whilst enhancing the wellbeing of its residents.

2.8 Transport

2.8.1 Barnet is well served by public transport for radial travel, but orbital travel is significantly more challenging. In addition to the underground and national rail services to central London, Barnet has a good network of bus services that provide a varied frequency of journeys depending on the route; however, bus journeys tend to be slower than by car due to congestion. Map 1 shows existing levels of Public Transport Accessibility in the Borough.

Map1 Existing Public Transport Accessibility Levels (PTAL



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- 2.8.2 Traffic congestion is a significant challenge for Barnet, particularly along the major thoroughfares such as the A1, M1, A41 and A406, with a considerable number of trips originating outside Barnet.
- 2.8.3 Public transport as a method of travel to work makes up around 29% of journeys made by Barnet residents (8% by bus, 17% by underground and 4% by rail)², which is slightly higher than the Outer London average.
- 2.8.4 The car is the dominant mode of transport in Outer London and Barnet has long been associated with high levels of car ownership. Although there has been some indication of a decline in car ownership, 70% of residents live in households with a motor vehicle³. A challenge for the Local Plan is to increase the rate of change in terms of car use, which includes support for active travel and public transport opportunities, as well as promoting innovative ways to enable long term modal shift. Improvements to orbital public transport is a vital consideration if suitable alternatives to car use are to be delivered effectively.
- 2.8.5 A key objective of Barnet's Long Term Transport Strategy is that transport keeps the Borough moving, enabling people and goods to move within and beyond the borough efficiently using high quality orbital and radial links. The ability of people and goods to move around the Borough is vital for the continued social and economic wellbeing of the Borough. Environmental wellbeing will also be achieved through less congestion and the promotion of modal shifts in transport, for instance from private vehicles to more sustainable forms of transport.
- 2.8.6 The Local Plan is supported by a Strategic Transport Assessment which has assessed the cumulative impact expected from projected growth up to 2036. This includes impacts relating to the highway network (strategic and non strategic) and public transport (bus and rail).
- 2.8.7 Barnet's Strategic Transport Assessment acknowledges that the long term impacts of COVID19 on transport use remain uncertain and has therefore maintained levels of pre COVID19 growth as the basis for the Assessment.

3 Chapter 3 - Barnet's Vision and Objectives

3.1 Vision

3.1.1 Taking into account the challenges highlighted in Chapter 2 the Local Plan Vision is:

By 2036, Barnet has successfully demonstrated the benefits that good, well planned growth can deliver. The Borough continues to be a place that is family friendly

Growth has been directed into the most sustainable locations with good public transport and active travel choices. These include Brent Cross, Colindale, New Southgate and Mill Hill East as well as our main town centres at Burnt Oak, Chipping Barnet, Cricklewood, Edgware, Finchley Central, Golders Green and North Finchley. Outside these locations, growth has been supported in places with capacity for change and where local character and distinctiveness are recognised.

Getting the best out of our natural environment through expanding and improving access to green and blue infrastructure, delivering biodiversity net gain and restoring the Borough's rivers to the benefit of people and wildlife whilst protecting our communities from flooding. As a Borough that values its historic environment Barnet continues to be a place where people choose to make their home.

Responsive and adaptable, Barnet's town centres have recovered from the COVID19 pandemic and thrive, with the efficient and sustainable use of their locational opportunities addressing the needs of a growing population: providing innovative business, leisure and cultural activities, at the same time as retaining their individual character.

Barnet's improved orbital connectivity allows for a greater range of places where people can live, work or visit and provides for a greater range of sustainable transport options including cycling and walking for getting around the Borough.

The positive benefits of growth and investment are accessible to Barnet residents, removing physical barriers to enable all to share in new social and community infrastructure and access a range of housing types and a thriving jobs market while enjoying living in a safe, healthy and sustainable Borough.

3.2 Themes and Objectives

3.2.1 Reflecting the values of the Vision there are five cross-cutting themes within the Local Plan. These are also set out in Barnet's Growth Strategy 2019 – 2030:

- A growing borough;
- A connected borough
- An entrepreneurial borough
- A borough of thriving town centres, and
- A great borough to live in and visit.

3.2.2 In order to deliver the Local Plan Vision a series of key objectives have been developed for the Local Plan. These are:

- To respond and recover from the impact of COVID19
- To deliver growth to meet housing aspirations and needs
- To improve the quality and types of housing across the Borough in response to resident needs and demographic change
- To make Barnet a place of economic growth and prosperity where space for commercial, business and service uses are fit for a post COVID19 recovery
- To improve orbital connectivity and sustainable travel options including cycling and walking
- To conserve and enhance the historic environment of the Borough, particularly the distinctive character and identity of Barnet's town centres and suburbs
- To support strong and cohesive family friendly communities
- To promote healthy living and wellbeing
- To meet social infrastructure needs
- To deliver an environmentally sustainable Borough and build resilience to climate change
- To integrate the natural environment into the urban landscape, improving access to, and enhancing the contribution of biodiversity, Green Belt, Metropolitan Open Land and green and blue infrastructure,
- To ensure new development is high quality, sustainable, and capable of adaption to meet the needs of residents over their lifetime

3.2.3 Table 2 highlights how these objectives underpin the most relevant sections of the Local Plan and the 52 policies within them.

Table 2 – Relationship of Local Plan Key Objectives to Policies

Key Objectives	Local Plan Chapters	Most relevant Local Plan policies
To respond and recover from the impact of COVID19	Growth and Spatial Strategy, Housing, Town Centres, Economy, Community Uses, Health and Wellbeing	BSS01, GSS01, GSS04, GSS05, GSS08, GSS13, TOW01, TOW02, ECY01, ECY02, CHW02
To deliver growth to meet housing aspirations and needs	Growth and Spatial Strategy, Housing, Character, Design and Heritage	BSS01, GSS01, GSS02, GSS03, GSS04, GSS05, GSS06, GSS07, GSS08, CDH04, CDH05, CDH06, CDH07
To improve the quality and types of housing across the Borough in response to resident needs and demographic change	Growth and Spatial Strategy, Housing, Character, Design and Heritage	GSS10, HOU01, HOU02, HOU03, HOU04, HOU05, HOU06, HOU07, CDH01, CDH02
To make Barnet a place of economic growth and prosperity where space for commercial, business and service uses are fit for a post COVID19 recovery	Growth and Spatial Strategy, Town Centres, Economy, Transport and Communications	BSS01, GSS01, TOW01, TOW02, TOW04, ECY01, ECY02, ECY03, TRC04
To improve orbital connectivity and sustainable travel options including cycling and walking	Growth and Spatial Strategy, Community Uses, Health and Wellbeing, Transport and Communications	GSS09, GSS11, CDH01, CDH02, CDH03, TRC01, TRC02, TRC03
To conserve and enhance the historic environment of the Borough, particularly the distinctive character and identity of Barnet's town centres and suburbs	Character, Design and Heritage, Community Uses, Health and Wellbeing,	CDH01, CDH02, CDH03, CDH04, CDH09, CHW05

To support strong and cohesive family friendly communities	Growth and Spatial Strategy, Housing, Community Uses, Health and Wellbeing, Character, Design and Heritage, Environment and Climate Change, Economy, Town Centres	BSS01, GSS01, GSS13, HOU02, CDH03, CHW01, CHW03, CHW04, ECC04, TOW02, TOW03, TOW04, ECY03
To promote healthy living and wellbeing	Community Uses, Health and Wellbeing, Town Centres, Environment and Climate Change	CHW01, CHW02, CHW04, TOW03, TRC01, ECC01, ECC04
To meet social infrastructure needs	Growth and Spatial Strategy, Community Uses, Health and Wellbeing	BSS01, GSS01, CHW01, CHW02
To deliver an environmentally sustainable Borough and build resilience to climate change	Growth and Spatial Strategy, Environment and Climate Change, Transport and Communications	BSS01, GSS01, GSS12, ECC01, ECC02, ECC02A, ECC03, ECC04, TRC01, TRC02, TRC03, TRC04
To integrate the natural environment into the urban landscape, improving access to, and enhancing the contribution of biodiversity, Green Belt, Metropolitan Open Land and green and blue infrastructure,	Growth and Spatial Strategy, Environment and Climate Change	BSS01, GSS01, GSS13, ECC04, ECC05, ECC06
To ensure new development is high quality, sustainable, and capable of adaption to meet the needs of residents over their lifetime	Character, Design and Heritage, Housing	HOU01, HOU02, HOU03, HOU04, HOU05, HOU06, CDH01, CDH02, CDH03, CDH04,

3.3 Delivering a strategy to meet Barnet's challenges

- 3.3.1 The Local Plan is the product of an evolving process, developed through various stages of consultation and visioning workshops, whilst considering the wider policy objectives of the London Plan and the NPPF. Over the Plan period to 2036, the Council seeks to create the conditions in the Borough that will deliver a minimum of 35,460 new homes equal to 2,364 new homes per annum. This target will be achieved through a combination of Local Plan policies and proposals and the Growth Strategy Delivery Plan which will set out the key projects where the Council will direct its future investment.
- 3.3.2 In delivering a significant number of new homes a key objective for the Council will be to increase the supply of affordable ownership and rental options. Residential led mixed-use development, that can help create strong and inclusive communities, should be supported with appropriate community facilities, employment, retail, leisure and infrastructure.
- 3.3.3 Reflecting the vision and objectives that have been set out, Policy BSS01 provides an overarching spatial strategy to capture the aspirations for Barnet's preferred approach over the Plan period. As well as new homes delivery it sets out the aspects of growth in terms office and retail space as well as new provision for public open space, sports and recreation across Barnet. Making this supporting provision happen will, as with new homes, be achieved through a combination of Local Plan policies and proposals in the Growth Strategy Delivery Plan.
- 3.3.4 The NPPF requires Local Plans to make it explicit which policies are strategic policies. Policies with the prefix BSS and GSS (GSS01 to GSS13) are considered to be strategic policies (as set out in Table 3).

Table 3 – Strategic and Non-Strategic Policies

Local Plan Strategic Policies	Local Plan Non Strategic Policies
BARNET'S VISION & OBJECTIVES	HOUSING
Policy BSS01 Barnet's Spatial Strategy	Policy HOU01 Affordable Housing
	Policy HOU02 Housing Mix
GROWTH & SPATIAL STRATEGY	Policy HOU03 Residential Conversions and Redevelopment
Policy GSS01 Delivering Sustainable Growth	Policy HOU04 Specialist Housing
Policy GSS02 Brent Cross Growth Area	Policy HOU05 Efficient Use of Barnet's Housing Stock
Policy GSS03 Brent Cross West Growth Area	Policy HOU06 Meeting Other Housing Needs
Policy GSS04 Cricklewood Growth Area	Policy HOU07 Gypsies, Travellers and Travelling Showpeople
Policy GSS05 Edgware Growth Area	CHARACTER DESIGN & HERITAGE
Policy GSS06 Colindale Growth Area	Policy CDH01 Promoting High Quality Design
Policy GSS07 Mill Hill East	Policy CDH02 Sustainable and Inclusive Design
Policy GSS08 Barnet's Town Centres	Policy CDH03 Public Realm
Policy GSS09 Existing & Major New Transport Infrastructure	
Policy GSS10 Estate Renewal	
Policy GSS11 Major Thoroughfares	
Policy GSS12 Redevelopment of Car Parks	

<p>Policy GSS13 Strategic Parks and Recreation</p>	<p>Policy CDH04 Tall Buildings Policy CDH05 Extensions Policy CDH06 Basements Policy CDH07 Amenity Space and Landscaping Policy CDH08 Barnet’s Heritage Policy CDH09 Advertisements</p> <p>TOWN CENTRES Policy TOW01 Vibrant Town Centres Policy TOW02 Development principles in Barnet’s Town Centres, Local Centres and Parades Policy TOW03 Managing Hot Food Takeaways, Adult Gaming Centres, Amusement Arcades, Betting Shops, Payday Loan Shops, Pawnbrokers and Shisha Bars Policy TOW04 Night –Time Economy</p> <p>COMMUNITY USES, HEALTH AND WELLBEING Policy CHW01 Community Infrastructure Policy CHW02 Promoting health and wellbeing Policy CHW03 Making Barnet a safer place Policy CHW04 Protecting Public Houses</p> <p>ECONOMY Policy ECY01 A Vibrant Local Economy Policy ECY02 Affordable Workspace Policy ECY03 Local Jobs, Skills and Training</p> <p>ENVIRONMENT & CLIMATE CHANGE Policy ECC01 Mitigating Climate Change Policy ECC02 Environmental Considerations Policy ECC03 Dealing with waste Policy ECC04 Barnet’s Parks and Open Spaces Policy ECC05 Green Belt and Metropolitan Open Land Policy ECC06 Biodiversity</p> <p>TRANSPORT & COMMUNICATIONS Policy TRC01 Sustainable and Active Travel Policy TRC02 Transport Infrastructure Policy TRC03 Parking management Policy TRC04 Digital Communication and Connectivity</p>
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POLICY BSS01 Spatial Strategy for Barnet

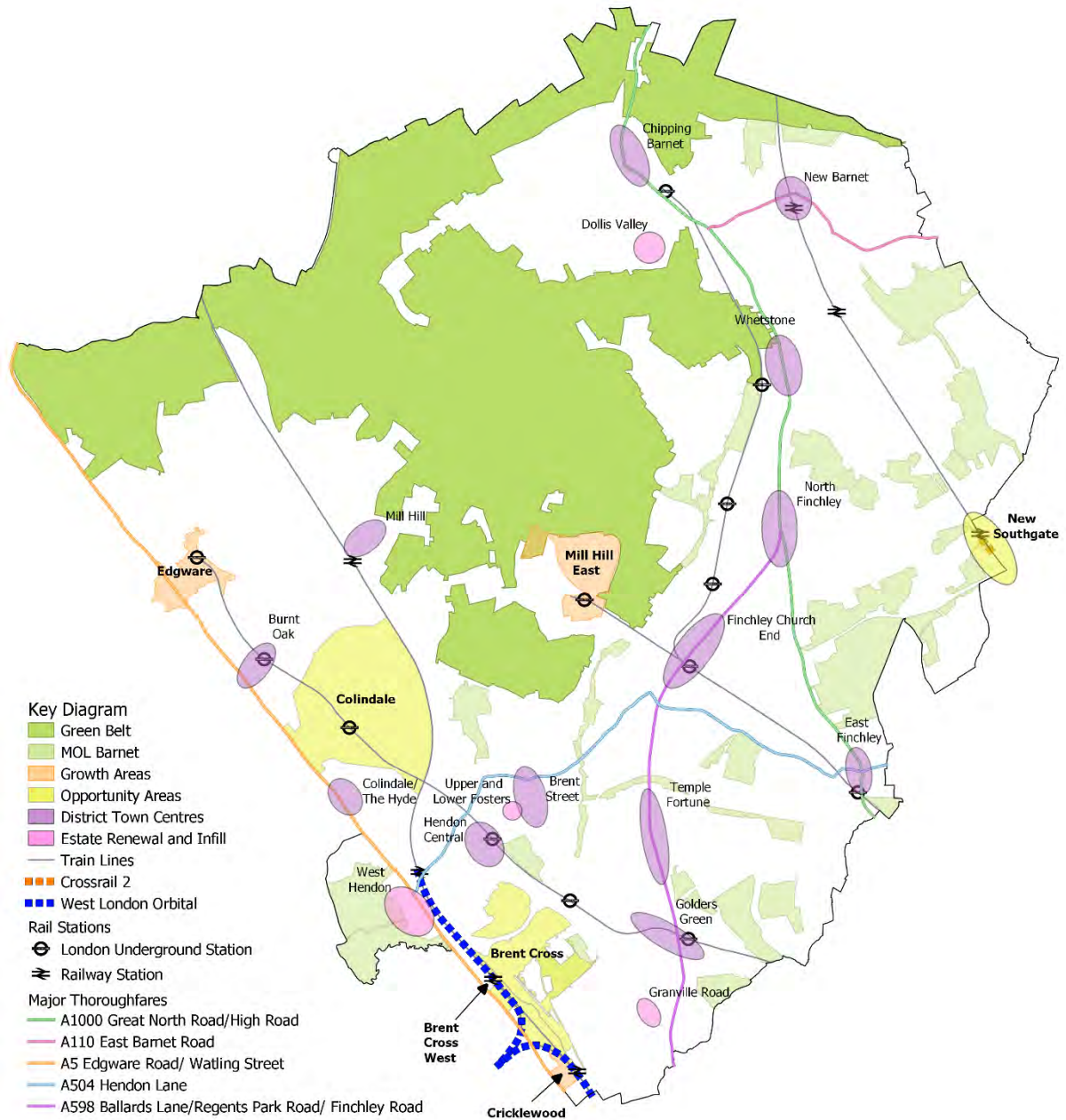
a) In order to make the Council’s vision for Barnet happen, the Local Plan seeks to deliver between 2021 and 2036:

- i. A minimum of 35,460 new homes, including the provision of affordable housing to meet Policy HOU01;
 - ii. 395,000m² of new office space at Brent Cross Town and 56,600 m² of new retail space at Brent Cross North;
 - iii. Up to 67,000 m² of additional office space across Barnet's town centres, including the provision of affordable workspace to meet Policy ECY02;
 - iv. a new Regional Park within designated Green Belt or Metropolitan Open Land as set out in Policy GSS13; and
 - v. 3 new destination hubs for sport and recreation at: Barnet and King George V Playing Fields; Copthall Playing Fields and Sunny Hill Park; and West Hendon Playing Fields as set out in Policy GSS13.
- b) The Council will seek to minimise the Borough's contribution to climate change in accordance with Policy ECCO1.
- c) In order to better manage the impacts of development on the climate, growth will be concentrated in accordance with the Local Plan's suite of strategic policies GSS01 to GSS13 in the Opportunity Areas of Brent Cross Cricklewood, Colindale and New Southgate, together with Barnet's Growth Areas and District Town Centres. These are the most sustainable locations with good public transport connections and active travel provision. Outside of these locations, growth will be supported in places where there is recognised capacity and where the historic environment and local character can be conserved or enhanced as a result.
- d) The Social, Green and Physical Infrastructure and funding, particularly through the Community Infrastructure Levy, to support this growth is subject to constant review through the Infrastructure Delivery Plan.

3.4 The Key Diagram

- 3.4.1 On a conceptual level the Key Diagram illustrates the Council's overall spatial strategy. This shows the broad locations where the Council expects a concentration of development to be located.
- 3.4.2 The Opportunity Areas are designated within the London Plan as the capital's principal opportunities for accommodating large scale development. The Opportunity Areas are supported by Area Frameworks that set the parameters for development proposals that contribute to regeneration and tackle inequalities as well as the environmental, economic and social barriers that affect the lives of people in the area. Opportunity Areas have the highest expectations for delivering new homes and new jobs as well as supporting infrastructure. Opportunity Areas are the largest strategic locations in the Key Diagram.
- 3.4.3 The Growth Areas are distinctive locations with good public transport accessibility. They have a supply of brownfield and underused land and buildings that offer opportunities for inward investment. Growth Areas, together with the District Town Centres, provide identified developable and deliverable sites with substantial capacity for new homes, jobs and infrastructure. Smaller and more focused Growth Areas can also be within Opportunity Areas. Through planning frameworks parameters can be set for ensuring good place-making and responding to the individual characteristics of Growth Areas and individual Town Centres
- 3.4.4 The nature of growth is reflected in Annex 1 - the Schedule of Proposals which sets out the Council's development requirements for individual sites across the Borough. The Key Diagram shows the Opportunity Areas of Brent Cross Cricklewood, Colindale and New Southgate together with Barnet's Growth Areas, District Town Centres and locations for housing estate renewal and infill development. The Key Diagram also indicates transport nodes, major thoroughfares and new transport infrastructure as well as the Borough's Green Belt and Metropolitan Open Land.

Map 2 – Key Diagram



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4 Chapter 4 – Growth and Spatial Strategy

4.1 National and London Plan Policy Context

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

NPPF

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

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

Section 6 Building a strong and competitive economy specifically para 81

Section 9 Promoting sustainable transport specifically paras 102 and 103

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

Section 13 Protecting Green Belt Land specifically para 134

London Plan

Policy GG2 Making the best use of land

Policy GG4 Delivering the homes Londoners need

Policy SD1 Opportunity Areas

Policy SD6 Town centres and high streets

Policy SD10 Strategic and local regeneration

Policy D3 Optimising capacity through the design-led approach

Policy D13 Agent of Change

Policy H1 Increasing housing supply

Policy H8 Loss of existing housing and estate development

4.2 Introduction

4.2.1 Over the Plan period of 2021 to 2036, significant growth and change is anticipated in the Borough. This Chapter sets out the forecast levels of growth and identifies broad locations to accommodate it. New housing remains a key component of planned growth, and this must be accompanied by suitable supporting infrastructure including transport, schools, healthcare and open spaces. Economic growth is vital to provide local employment and services, sustaining thriving town centres and delivering a range of jobs which meets the needs of Barnet's increasing population.

4.2.2 Good growth, especially that in response to the impact of COVID19, must be beneficial for existing and future Barnet residents and policies in this Chapter must be read with cross-reference to other more thematic Local Plan policies such as those on character, design and heritage, housing needs and aspirations or community health and wellbeing.

4.3 Barnet's Growth Requirements

4.4 Housing

4.4.1 The NPPF requires Barnet to determine the minimum number of homes needed with strategic policies informed by a local housing need assessment that has been formulated by the Government. This is conducted using the standard method provided in national planning guidance.

- 4.4.2 To achieve a national housing target of 300,000 new homes per annum the Government (MHCLG) in 2018 introduced a methodology that set out minimum housing requirements through the ‘Standard Method’ approach. This is an unconstrained assessment of the number of homes needed in an area and requires greater refinement as part of the Local Plan’s design led and place-shaping approach to delivering growth in response to Barnet’s objectively assessed housing need. Since its introduction in 2018 the methodology has been revised several times and housing requirements have gone up and down. The most recent requirement of 5,361 new homes per annum is reflected in Table 4. Within London there is more clarity about housing targets. It is the role of the London Plan to set individual housing targets for individual boroughs.
- 4.4.3 The Draft London Plan housing target, published December 2017, was set at 3,134 new homes per annum. The report of the independent Panel of Inspectors appointed to examine the London Plan was published in October 2019. Whilst accepting the London Strategic Housing Market Assessment (SHMA) housing need figure of 660,000 new homes between 2019 and 2029, the Panel recommended a reduction in the overall London-wide housing target. This is reflected in the London Plan published in March 2021 which sets the housing target for Barnet of **2,364** new homes per annum as a minimum.
- 4.4.4 In 2018 the Council, in partnership with the West London Alliance, commissioned a Strategic Housing Market Assessment (SHMA) consisting of two reports - a Borough SHMA for Barnet and a sub-regional SHMA for West London. This SHMA establishes the level of housing demand and the scale of housing supply necessary to meet this demand – including backlog demand from households in temporary accommodation, and those on waiting lists with an identified housing need. Barnet’s SHMA identifies the Full Objectively Assessed Need (OAN) for housing in Barnet as 3,060 dwellings per year. This equates to a need of 46,000 new homes over the lifetime of the Local Plan.

Table 4 – Housing Requirement Assessments⁴

New Homes for Barnet	MHCLG Standard Methodology 9Dec 2020)	London Plan (March 2021)	Draft London Plan (Dec 2017)	Barnet SHMA (Oct 2018)
Per annum	5,361	2,364	3,134	3,060
Total 2021 - 2036	80,415	35,460	47,000	46,000

4.4.5 Barnet therefore proposes to meet the London Plan target of **35,460** new homes over the Plan Period up to 2036, while providing a supply of sites for up to 46,000 new homes. In meeting this need to deliver the right homes in the right places, the Council will seek support to boost delivery from the Government and Homes England, as well as the Greater London Authority, through funding streams such as the Home Building Fund and Good Growth Fund.

4.5 Town Centres, Economy and Jobs

4.5.1 Growth of the local economy will be encouraged and supported, generating the new jobs needed to provide employment for Barnet's growing population. During the plan period Barnet will deliver more than **27,000⁵** new jobs, with the majority of these to be generated in the Brent Cross Growth Area where permission has been granted for 395,000 m² of offices which now forms part of Use Class E – Commercial, Business and Service Uses.

4.5.2 The Barnet Employment Land Review (BELR) produced on the basis of the pre-2020 Use Classes Order considered the Borough's supply of office and industrial space as well as the prospects for the office market and jobs growth. The BELR concluded that efforts should be focused on protecting employment land and estimated that Barnet required, in addition to Brent Cross, another 67,000 m²⁶ of new office space. This quantum is a maximum which should be met within Barnet's town centres as these are the most sustainable locations.

4.5.3 The Council is committed to maintaining a range of town centres capable of serving a range of community needs at all times of the day and to ensuring their continued vitality and viability. This Local Plan should ensure the sustainable success of town centres and employment areas as thriving places where retailers and other businesses want to invest and to explore the scope for them to play an important part in addressing the causes and consequences of climate change. Changes to the Use Classes Order and the General Permitted Development Order in 2020 and 2021 together with proposals in the "Planning for the Future" White Paper, and the implications of Brexit, have changed this context. As part of the West London Alliance the Council is working on a new study to establish how much each of the uses covered by the new Use Class E may be needed over the period to 2036 and the key trends and drivers affecting this.

4.5.4 The Council protects employment locations classified as Locally Significant Industrial Sites. In 2019 it implemented an Article 4 Direction to protect existing office accommodation (formerly B1a) and light industrial processes, research and development (formerly B1c) from permitted development conversion to residential. This safeguarding has been diminished by the replacement in 2020 of Use Class B1 with Use E - Commercial, Business and Service Uses.

- 4.5.5 Brent Cross has outline consent from 2010 for 56,600m² of comparison retail floorspace. Similar to the BELR, the Town Centre Floorspace Needs Assessment (TCFNA) was produced on the basis of the pre-2020 Use Classes Order. This considered demand for another 77,000 m² of (former Use Class A1 comparison floorspace up to 2036 together. Retail uses, along with financial and professional services and café uses, have been subsumed within Use Class E. The TCFNA also considered demand for up to 33,330 m² of food and drink uses, the majority of which (as restaurants and cafes) now sits within Use Class E. As the retail market experiences significant and conceptual change there is a need for town centres to diversify in terms of other retail uses such as food and drink, becoming social and community hubs as well as economic centres supported by new housing development. The COVID19 pandemic has accelerated movement away from traditional retail formats and further changed the way we shop and interact with town centres as the focus of local commercial activity. As part of the West London Alliance the Council is working on a new study to establish how much additional retail provision may be needed over the period to 2036.
- 4.5.6 The provision of higher education and research makes a major contribution to Barnet's local economy and is also a source of direct and indirect employment supporting local businesses and providing residents with employment. The Council and Middlesex University have the shared ambitions of the campus at Hendon becoming a thriving high quality environment that enables the entire Borough to capitalise on the benefits through encouraging innovative and creative industries that strengthen Barnet's economy.

4.6 **Parks and Recreation**

- 4.6.1 Barnet's open spaces and outdoor sports and recreational facilities are an important element of the Borough's character. As Barnet grows there is a need to improve provision and keep them clean, safe and well-run. With an extensive green infrastructure incorporating public rights of way, parks and gardens together with a comprehensive network of sports and recreational facilities, there is an opportunity to create more active environments. By providing better access to green public spaces and improving sports and community facilities the Council seeks to promote the integration of physical activities into the everyday lives of residents, as well as encouraging a better understanding of, and relationship with, the natural environment.
- 4.6.2 To assist in this strategic aspiration the Council has created three destination sports hubs at Chipping Barnet (King George V Playing Fields), Copthall and West Hendon Playing Fields that offer a range of activities and opportunities for participation in physical and also community activities. This is in addition to open spaces being delivered as part of the regeneration of Brent Cross, including improvements to Clitterhouse Playing Fields which will create a destination for participation in sports and recreation.

4.6.3 The Council will continue to promote a new Regional Park within designated Green Belt or Metropolitan Open Land in the Brent Valley and Barnet Plateau as highlighted in the Mayor's All London Green Grid Supplementary Planning Guidance (2012).

4.7 Major Transport Infrastructure

4.7.1 The COVID19 pandemic in 2020/21 dramatically reduced the need to travel. Despite this there remains a strong economic case for infrastructure projects such as West London Orbital. The West London Orbital has been identified by Transport for London and the West London Alliance as essential infrastructure to support, enable and accelerate sustainable and inclusive population and employment growth. The scheme is expected to help deliver new homes and jobs, with an emphasis on ensuring that residents have the skills to access new job opportunities. Brent Cross West station will be completed in 2022 as part of the regeneration of Brent Cross. In the east of the Borough a future confirmation of Crossrail 2 (the land for which remains safeguarded) could have a similar impact to the WLO. Public transport nodes such as London Underground and Network Rail stations also have a significant contribution to make to sustained growth. The Council's Long Term Transport Strategy will inform a programme of priority transport investments that will support and address the strategic needs of Barnet.

4.8 Delivering Sustainable Growth

4.8.1 The Local Plan sets out how the London Plan housing target can be met over the Plan period. It must demonstrate a clear understanding of the land available, including existing growth areas, taking into account availability, suitability and likely economic viability. Planning policies should identify a supply of:

- a) specific, deliverable sites for years one to five of the Local Plan period; and
- b) specific, developable sites or broad locations for growth, for years 6-10 and, where possible, for years 11-15 of the Plan.

4.8.2 Delivery of new homes will mostly be in the key Growth Areas of Brent Cross – Cricklewood (Opportunity Area), Colindale (Opportunity Area), Mill Hill East, Brent Cross West, Edgware and Cricklewood alongside new housing in the Borough's Town Centres. Each of these growth locations is distinctive and the Local Plan will respond to these individual characteristics to ensure good place-making.

4.8.3 This approach to growth will seek to regenerate and develop areas of brownfield and underused land and buildings, particularly where these are located in areas of good public transport provision. The Growth Areas and Town Centres also offer a range of investment opportunities through identified developable and deliverable sites with substantial capacity to accommodate new homes, jobs and infrastructure.

- 4.8.4 In meeting this need to deliver the right homes in the right places, the Council will produce a Sustainable Design Guidance SPD. This SPD will replace two existing SPDs on Residential Design Guidance and Sustainable Design and Construction. In addition to carrying forward the content of the existing documents the new SPD will include area-wide housing design codes that cover types of development most commonly associated with small sites (under 0.25 ha) The Local Plan small sites target provides a reliable source of windfall sites which contributes to anticipated supply and meets the requirements of the NPPF (para 70).
- 4.8.5 Barnet can deliver against and exceed a minimum housing capacity of 35,460 new homes from 2021 to 2036, spread over the delivery period as shown in Table 5. Further detail on the supply that can be delivered from specific sites is set out in Annex 1 - Schedule of Proposals and Table 5A.
- 4.8.6 The housing trajectory (Figure 3) is a means of measuring the Council's past and future housing performance in meeting the housing target. The housing trajectory is based on information relating to past housing completions, current planning approvals and anticipated future housing proposals. It estimates the potential number of units on each Opportunity Site in the Borough and estimates a realistic timeframe for development. These figures are subject to ongoing review and monitoring through the Authorities Monitoring Report (AMR). The housing trajectory sets out an annual breakdown of Barnet's housing supply over the plan period assessed against the London Plan target.

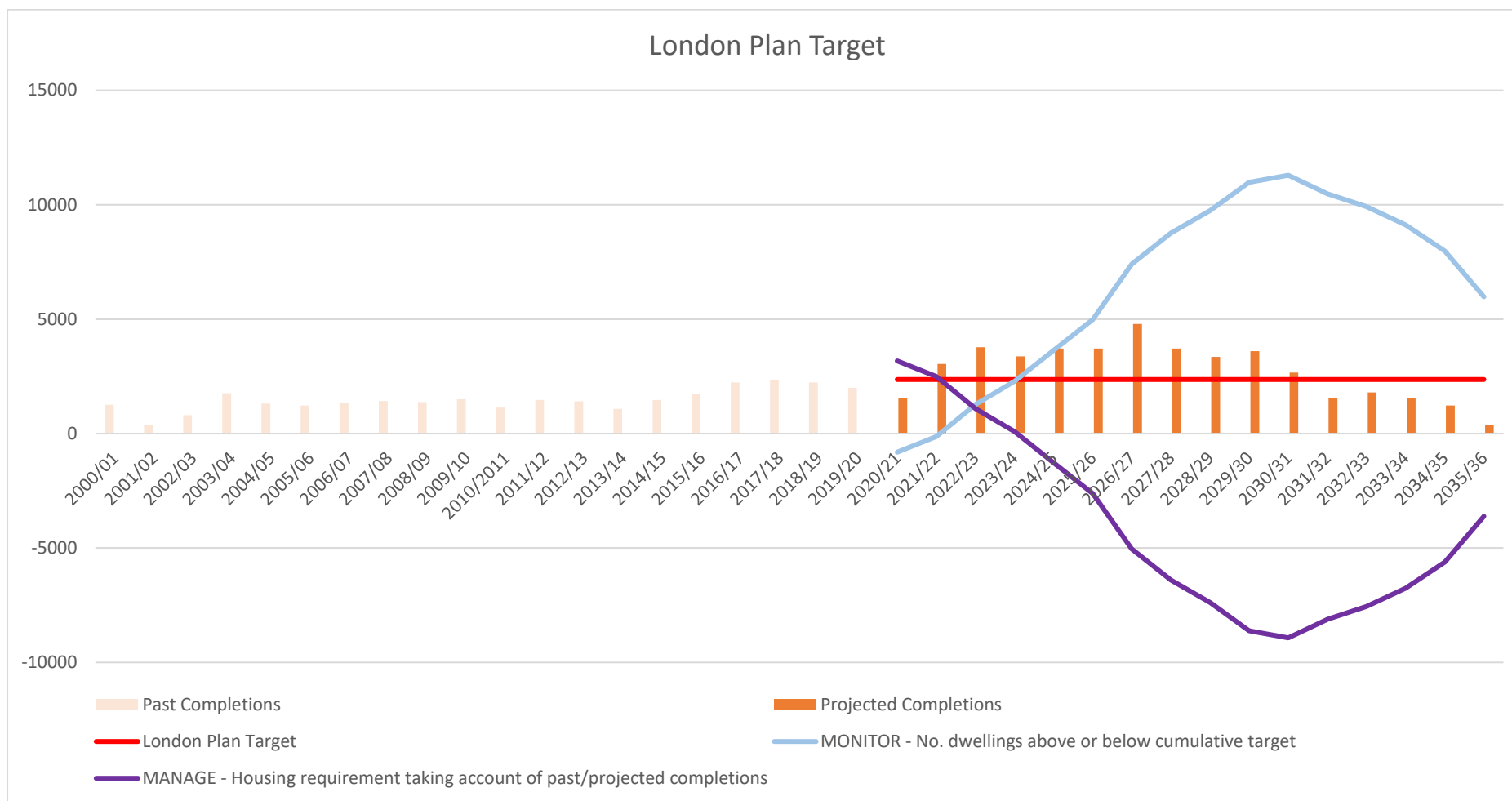
Table 5 - New Homes Delivery – 2021/22 to 2035/36

	Years 1-5	Years 6- 10	Years 11-15	Total Supply
	2021/22 – 2025/26	2026/27 – 2030/31	2031/32 – 2035/36	
<i>Brent Cross</i>	600	3,700	5,200	9,500
<i>Brent Cross West</i>	-	-	1,800	1,800
<i>Cricklewood</i>	1,250	150	-	1,400
<i>Edgware</i>	100	3,250	1,650	5,000
<i>Colindale</i>	3,000	1,100	-	4,100
<i>Mill Hill East</i>	1,200	200	100	1,500
Growth Areas Sub-Total	6,100	8,400	8,800	23,300
District Town centres	1,950	2250	1,200	5,400
Existing & New Major Transport Infrastructure	-	950	700	1,650
Estate renewal & infill	1,350	2,500	550	4,400
Major Thoroughfares	2,050	1,300	-	3,350
Other large sites	1,100	1,500	200	2,800
Small Sites (under 0.25 ha)	1,700	1,700	1,700	5,100
Total	14,250	18,600	13,150	46,000

Table 5A Contribution of Identified Sites on Sites Schedule to New Homes Delivery.

	Years 1-5	Years 6-10	Years 11-15	Total
Contribution from Sites Schedule	4,600	10,400	2,200	17,200

Figure 3 – Barnet’s Housing Trajectory 2021/22 – 2035/36



POLICY GSS01 Delivering Sustainable Growth

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

Employment growth between 2021 and 2036 will create more than 27,000 new jobs, many within the Brent Cross Growth Area where permission has been granted for 395,000 m² (net) of office space and 56,600m² (net) retail at an enhanced Brent Cross Shopping Centre which will be integrated into a new Metropolitan Town Centre.

Elsewhere, up to 67,00m² of office floorspace will be distributed across Barnet's town centres.

Major new public transport infrastructure is delivered at the new Brent Cross West station and West London Orbital, with potential for Crossrail 2 subject to confirmation.

New homes will be directed to the following locations:

- a) Growth Areas (23,300 homes):
 - Brent Cross Cricklewood Opportunity Area – 9,500 homes (Policy GSS02)
 - Brent Cross West– 1,800 homes (Policy GSS03)
 - Cricklewood Town Centre – 1,400 homes (Policy GSS04)
 - Edgware Town Centre – 5,000 homes (Policy GSS05)
 - Colindale Opportunity Area – 4,100 homes (Policy GSS06)
 - Mill Hill – 1,500 homes (Policy GSS07)
- b) District Town Centres – 5,400 homes (Policy GSS08)
- c) Existing and Major new public transport infrastructure (1,650 homes) (Policy GSS09):
 - London Underground and Network Rail stations and environs, including car parks – 450 homes
 - New Southgate Opportunity Area (potentially supported by Crossrail 2) - 250 homes
 - West London Orbital (WLO) support further intensification around the stations at Cricklewood, Hendon and Brent Cross West - 950 homes
- d) Estate renewal and infill (including Grahame Park) – 4,400 homes (Policy GSS10)
- e) Major thoroughfares – 3,350 homes (Policy GSS11)

- f) Other large sites including land at Middlesex University in Hendon and car parks – 2,800 homes (Policy GSS12)

Housing growth will come forward on small sites (5,100 homes) that are not designated in the Local Plan. This figure, based on previous trends for delivery from small sites, contributes towards meeting the overall housing target for the Borough. Small sites must be delivered in suitable locations that take account of planning designations and environmental restrictions, including avoiding areas at most risk of flooding. The Council will produce a Sustainable Design Guidance SPD that sets out area wide design codes for small site development⁷.

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

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

4.9 Brent Cross Growth Area

- 4.9.1 Brent Cross Cricklewood is Barnet's largest and most significant area of regeneration. It is identified as an Opportunity Area in the London Plan with an indicative capacity of 9,500 new homes and 26,000 new jobs. The Council seeks comprehensive redevelopment of the area to provide thousands of new homes and jobs and transform supporting infrastructure.
- 4.9.2 The Brent Cross Cricklewood Opportunity Area covers 151 hectares, with proposals including a new commercial quarter and Metropolitan Town Centre, incorporating and connected to Brent Cross Shopping Centre. The Opportunity Area sits in close proximity to Growth Areas at Cricklewood Town Centre and Brent Cross West as well as the Staples Corner Growth Area in LB Brent.
- 4.9.3 Support for regeneration at Brent Cross Cricklewood has long been embedded in local and regional policy. The area was first identified as an Opportunity Area in the 2004 London Plan and the Council adopted the 'Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework' as Supplementary Planning Guidance (SPG) in 2005. The SPG establishes a series of strategic principles for the comprehensive redevelopment of the area. Policy support has continued through the Unitary Development Plan (UDP) (2006) and Local Plan Core Strategy (2012).

4.9.4 Based on the 2005 Development Framework outline planning permission was granted in 2010 for the comprehensive redevelopment of the whole of the Brent Cross Growth Area to create a new mixed use town centre with an additional 56,600m² of comparison retail floorspace; 7,500 new homes including affordable homes; a new commercial quarter with a forecast of over 20,000 new jobs, all underpinned by improvements to the strategic highway network, a new rail station as part of an improved and accessible public transport offer all encompassed within new high quality public realm. In 2014 a revised Section 73 planning application was approved making changes to the development around Brent Cross Shopping Centre and the phasing of the development. Since then detailed designs have been approved through reserved matters for the first phases of housing, retail, new infrastructure, a new public park and public spaces.

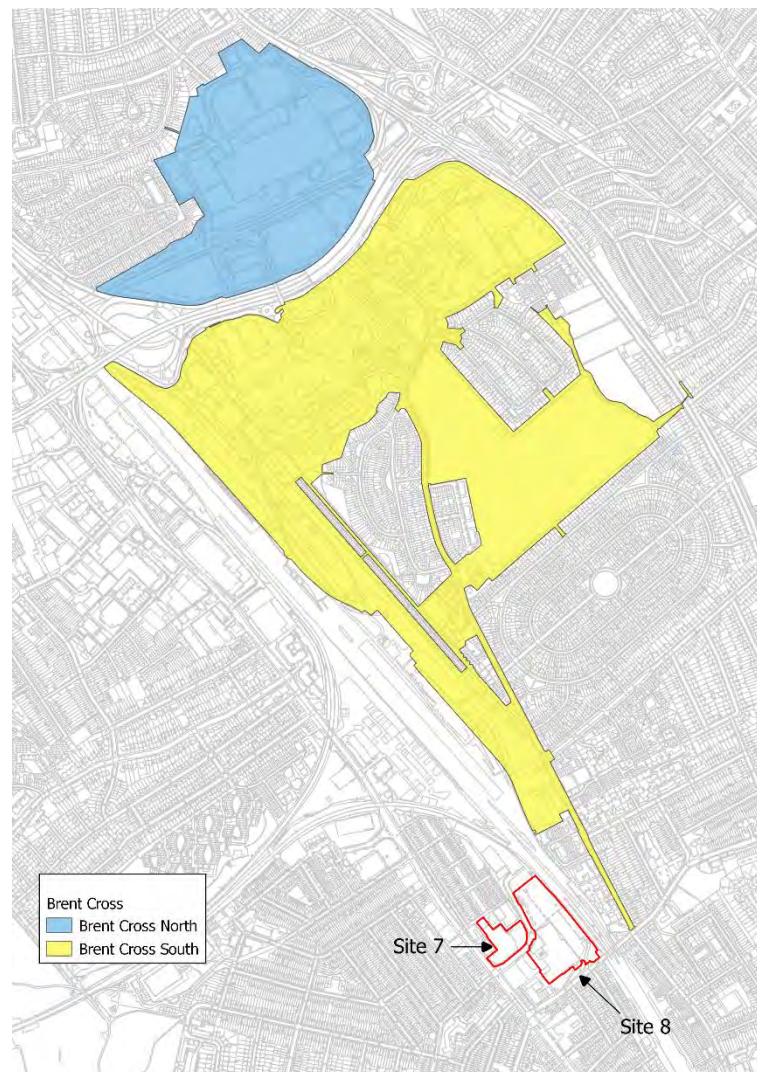
4.10 Comprehensive Development

4.10.1 The Council will seek the comprehensive regeneration of the Brent Cross Growth Area.

4.10.2 In general planning and regeneration terms, comprehensive development reflects an area that is planned to ensure the development of strategic sites is undertaken in a coordinated way, with the goal of improving and regenerating the area. It is usually applied to large or complex developments which are delivered over many years and which require land to be assembled to enable the development to be delivered, either by the Public Sector, other agencies or Developers.

4.10.3 The regeneration of the Brent Cross Growth Area is being delivered in three parts: Brent Cross North, Brent Cross Town, and Brent Cross West (Thameslink). These three areas are in different land ownerships and are being delivered separately by the Council and different development partners. Therefore, the Council will seek to ensure that development and delivery of these strategic areas is co-ordinated to ensure that comprehensive development is delivered. This entails that the development and delivery of these strategic areas is not delayed or fettered by the other but at the same time development proposals must demonstrate how they fit with the overall vision for the Brent Cross Growth Area and assist with achieving the delivery of the comprehensive whole.

4.10.4 Brent Cross North and South Brent Cross Town within the Brent Cross Growth Areas are as shown in Map 3. Brent Cross West is illustrated by Map 3A.

Map 3 Brent Cross Growth Area

4.11 Brent Cross North

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

4.11.2 A replacement bus station as well as major highways infrastructure improvements to existing junctions are key requirements of the planning consent. Other infrastructure requirements include a new pedestrian 'Living Bridge' over the North Circular Road as well as replacement for the Tempelhoff road bridge to provide improved cycling and pedestrian facilities which will connect Brent Cross Shopping Centre to the rest of the new town centre to the south.

4.11.3 Implementation of this consent will deliver a major retail and leisure destination for North London with a range of uses contributing to the night-time economy.

4.11.4 The Secretary of State confirmed the Brent Cross Compulsory Purchase Order (CPO) 1 in December 2017 in relation to land needed for Brent Cross North to be delivered.

4.12 Brent Cross Town

4.12.1 The area south of the North Circular Road is being developed through a Joint Venture Partnership between the Council and Argent Related (BXS LP). Brent Cross Town comprises 72 hectares and will deliver 6,700 new homes comprising a mix of types and tenures, with a new high street and public squares at the centre of the development providing a mix of shops and restaurants set within a series of attractive public spaces. This new residential quarter will be supported by new and improved schools, community, health and leisure facilities, as well as improved parks and open spaces.

4.12.2 Outline consent is also in place for 395,000 m² of office space to create a new commercial quarter around the new Thameslink Station at Brent Cross West, as well as small business spaces adjacent to the new high street to support business start-ups.

4.12.3 Walking and cycling will be supported as priority transport modes through high quality public realm and cycling infrastructure. The new Brent Cross West station together with a new public transport interchange which will integrate new and existing bus services will transform public transport accessibility. Connections to Brent Cross Underground Station will also be enhanced through new streets within the development and improved links across the A41.

4.12.4 The Secretary of State confirmed Brent Cross CPO 2 in July 2018 for the land needed to deliver the first phases of Brent Cross Town. Detailed planning consent is in place for the first five development plots and construction work commenced in 2020.

4.13 Brent Cross West (Thameslink)

- 4.13.1 Working with public sector partners and Network Rail, the Council is delivering a new rail station 'Brent Cross West', which will support the area's regeneration and growth as well as provide new and existing residents with direct access to Thameslink rail services. The £416.5 million project to deliver the new Brent Cross West station and associated rail infrastructure will mean the new station is delivered much earlier than originally planned and will be opened and operational for the first development plots. and when completed (forecast for 2022) Brent Cross West will accommodate up to eight trains per hour with a journey time to Kings Cross St Pancras of less than 15 minutes. The new station will also provide a much-needed 24-hour pedestrian link across the railway lines which will open up access to neighbourhoods in LB Brent to the west.
- 4.13.2 To facilitate delivery of the new station, the Council is also delivering replacement waste transfer and rail freight facilities along with replacement rail sidings.
- 4.13.3 CPO 3 was confirmed by the Secretary of State in May 2018 for all the land needed to deliver the new station and associated rail infrastructure. The construction of new sidings and rail systems began in 2019 with the new South Sidings being commissioned into use in January 2021. Development of the new Brent Cross West station began in September 2020 and is expected to open in 2022.

4.14 **Sequence of Delivery within the Brent Cross Growth Area**

- 4.14.1 The original Development Framework from 2005 and planning permissions from 2010 and 2014 for the regeneration area assumed that the expansion of Brent Cross Shopping Centre would be delivered first along with significant changes to the highway infrastructure in the area. Development of housing and the commercial district to the south would then follow.
- 4.14.2 However, since detailed designs for the expansion of Brent Cross Shopping Centre were approved in 2017 the UK retail market has been experiencing significant structural and conceptual changes, with the closure and consolidation of major national stores and brands and the continuing competition from on-line retail. Given this economic uncertainty, the Brent Cross North development partners made a decision in 2018 to defer a start on site for the Brent Cross Shopping Centre development. The COVID19 pandemic has further accelerated this change and compounded the uncertainty around investment in major retail expansion.
- 4.14.3 Whilst recognising the economic challenges around the retail market, delivery of housing, jobs and the associated regeneration within Brent Cross Town remains a key priority for the Council and for London. This is reflected in the Government's decision to commit grant funding to enable the delivery of the new Brent Cross West Station that will support and help accelerate the delivery of new housing.

- 4.14.4 The Brent Cross West station provides a fundamental component of the integrated transport strategy to enable and accommodate the wider Brent Cross Growth Area development proposals to come forward; encouraging a significant mode shift to public transport as part of the comprehensive development of the area.
- 4.14.5 The Council is also delivering a package of critical infrastructure works that are funded by central government grant as part of the revised funding agreement for Brent Cross Cricklewood. These comprise two key junction improvements on Cricklewood Lane and one on Tilling Road. The improvements to Claremont Road / Cricklewood Lane junction were completed in 2020 with the improvement to Cricklewood Lane / A5 Edgware Road due to be completed in 2021.
- 4.14.6 BXS LP is continuing with the development of Brent Cross Town. Significant progress has been made with detailed consent in place for five development plots, a public square and new neighbourhood park. Main works commenced in 2020 with demolition and ground preparation as well as the works to create Claremont Park and deliver the first development plots and roads. The first residential completions are expected in 2024/2025.
- 4.14.7 The sequence of the development in the Brent Cross Growth Area has therefore changed in recent years with Brent Cross Town and the new Brent Cross West station now coming forward ahead of development around Brent Cross Shopping Centre in Brent Cross North. The early delivery of critical infrastructure and the commencement of Brent Cross Town will assist the future delivery of development at Brent Cross North and ensure that comprehensive development of the Growth Area is achieved.
- 4.14.8 Notwithstanding the significant changes in the retail market, evidence indicates that the larger, more dominant centres will continue to be the focus for activity for consumers and tenants, with consumers looking for a stronger 'experience' as part of their visit. Brent Cross Shopping Centre has an established and important role within the overall hierarchy of centres in Barnet and North London. It predominantly provides a high order comparison goods destination for local residents and those coming from a wider catchment area. It is a location recognised to already attract a large number of shopping trips. It remains an appropriate location for additional comparison goods retail and other main town centre uses to support the creation of a new Metropolitan town centre at Brent Cross Town.
- 4.14.9 Brent Cross Growth Area, especially Brent Cross North, will continue to represent an appropriate location to focus retail and related leisure and entertainment activities and will continue to be attractive to both customers and tenants. It is important that development around Brent Cross Shopping Centre primarily supports the creation of a destination attraction including a range of uses contributing to the night time economy.

4.15 Responding to Future Changes and Challenges

- 4.15.1 Delivering comprehensive development of the Brent Cross Growth Area will be dependent on factors relating to land ownership, viability and phasing, all of which can have an impact on the timing and sequence of delivery. The scheme is expected to take over 20 years to deliver and will therefore need to deal with and respond to changes in economic, market and technological conditions over this time. The existing outline planning permission, originally approved in 2010, is now nearly a decade old and whilst it is has flexibility to allow the phasing and delivery sequence of the development to be adjusted, it is expected that it will need to be supplemented through further planning applications to update areas of the masterplan as it is evolved and as the development responds to updated market and policy shifts.
- 4.15.2 To enable this, the Council's approach is to create a sufficiently flexible planning policy framework for the Brent Cross Growth Area capable of responding to change in the long-term and to deliver a successful and sustainable scheme. To support future planning applications within the Growth Area, the Council will review the 2005 Cricklewood, Brent Cross and West Hendon Development Framework and introduce a new Development Framework for the area to reflect the updated masterplan and respond to changing circumstances around the Brent Cross Shopping Centre.
- 4.15.3 In order to achieve comprehensive development of the Brent Cross Growth Area the Council will seek to ensure that development of the different strategic areas is co-ordinated. All developers will be expected to contribute towards the cost of delivering infrastructure within and associated with the Brent Cross Growth Area. Planning applications for new or revised developments within the Brent Cross Growth Area will be expected to contribute to the funding and delivery of infrastructure through Section 106 agreements and CIL. Where appropriate, the Council will secure contributions towards the retrospective costs of infrastructure delivered in earlier phases of the development. The Council will review its CIL charging schedule and may consider a specific CIL rate from developments in the Brent Cross Growth Area.
- 4.15.4 The Local Plan will establish a series of indicators to monitor progress on Brent Cross Growth Area and set appropriate milestones for assessing the delivery of the regeneration and setting out the stages where a review of GSS02 or introduction of a new planning framework may be necessary to further comprehensive redevelopment.

POLICY GSS02 Brent Cross Growth Area

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

Development proposals within the Growth Area must:

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

New Metropolitan Town Centre

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

A new commercial quarter focussed around the new Brent Cross West rail station will provide 395,000m² of office development for over 20,000 new jobs. This will deliver the largest area of new space for economic growth in Barnet. There will also be support for creation of spaces for small and start-up businesses.

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

Transport Improvements

Development proposals will need to bring forward the following through detailed design, planning conditions and/ or Section 106 agreements:

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

The Council will secure contributions from developers towards the retrospective costs of infrastructure delivered in earlier phases of the development. Where appropriate the Council will use CIL to deliver strategically important highways infrastructure.

Progress of Brent Cross

The Local Plan will establish a series of indicators to monitor progress on Brent Cross. It will set appropriate milestones for assessing the delivery of the regeneration and setting out the stages where a review of GSS02 or introduction of a new planning framework may be necessary to further comprehensive redevelopment.

The Council seeks comprehensive development of the Brent Cross Growth Area. Brent Cross North and Brent Cross Town remain in different land ownerships and the Council will seek to ensure that development and delivery of these strategic areas is co-ordinated. This entails that the development and delivery of these strategic areas is not delayed or fettered by the other.

4.16 Brent Cross West Growth Area

- 4.16.1 The location of the Brent Cross West area adjacent to the planned new station on Thameslink is an opportunity for renewal to provide intensification and an improved mix of uses, including residential. The scale of the opportunity and its emerging connectivity support Brent Cross West as a Growth Area.
- 4.16.2 As illustrated by Map 3A Brent Cross West lies along the western boundary of the Borough and consists of large-scale retail sheds and associated car parking which are located between the A5 Edgware Road and the Midland Main Line / Thameslink railway.
- 4.16.3 Together with the Staples Corner Retail Park, Bestway Cash and Carry and the sites along the A5 to the north of the Staples Corner junction, this area represents a new growth opportunity supported by improved public transport and east/ west access at Brent Cross North.
- 4.16.4 The new Thameslink station at Brent Cross West will transform public transport accessibility to Staples Corner and open up the potential for regeneration and intensification along this corridor, including residential development on appropriate sites. Given the existing uses in the area and the physical environment, there are opportunities for development typologies that deliver a mixture of new light industrial and employment floorspace to the north of Staples Corner. The potential for co-location with residential development will be considered where the environmental conditions are appropriate. There is much potential for a beneficial interrelationship between Brent Cross West and the wider Brent Cross Growth Area, and opportunities for connectivity between the two should be maximised.
- 4.16.5 The planned West London Orbital route that will pass through this location with a station stop proposed at Brent Cross West, will further increase connectivity and PTAL values to support additional growth.

Map 3A - Brent Cross West Growth Area



4.16.6 Development sites around the new Brent Cross West station will be expected to provide new public open space alongside new public transport interchange facilities and new pedestrian and cycling connections to the station and to support connectivity and accessibility. Geron Way will need to be widened and upgraded to accommodate new and extended bus services to the new interchange and Brent Cross West as well as access to the future West London Orbital station.

4.16.7 The existing strategic highway network in the area is already congested with the junction between the A406 and the A5 at Staples Corner at capacity at peak times. Any additional development capacity will therefore be significantly restricted until a scheme for the improvement of this junction is secured. The Council will work with TfL and LB Brent to agree a scheme for improving the junction. Alternative mitigation measures such as public transport enhancements could also enable housing delivery.

4.16.8 The Brent Cross West Growth Area adjoins the Staples Corner Strategic Industrial Location in LB Brent which is identified in the Brent Local Plan as a growth area for industrial intensification and potential housing delivery. Therefore, the Council will seek to develop plans for growth in cooperation with Brent Council and ensure that a coordinated masterplan for the area is prepared. All developments on sites within the Brent Cross West Growth Area and the adjoining Staples Corner Growth Area in Brent will be expected to contribute proportionately towards the cost of delivering the infrastructure improvements necessary to support this growth.

POLICY GSS03 Brent Cross West Growth Area

To deliver growth and regeneration at Brent Cross West, the Council will support proposals which optimise density, infrastructure and jobs, while improving the amenity of the area.

Residential development should be directed towards the area around the new Brent Cross West station and away from the major road infrastructure, particularly the North Circular Road. Light industrial and commercial developments can be used as a buffer against noise pollution from major road infrastructure.

The Council will seek to prepare a more detailed planning framework for this area, such as through a Supplementary Planning Document, potentially through joint working with LB Brent.

The Council will seek the following level of development:

- **1,800** new homes, with the potential to increase further upon delivery of the West London Orbital (WLO);
- Retain existing levels of employment and pursue opportunities for new jobs including innovative typologies that deliver light industrial uses and employment floorspace alongside appropriate new residential uses;
- Appropriate levels of floorspace for community, retail and commercial uses.

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

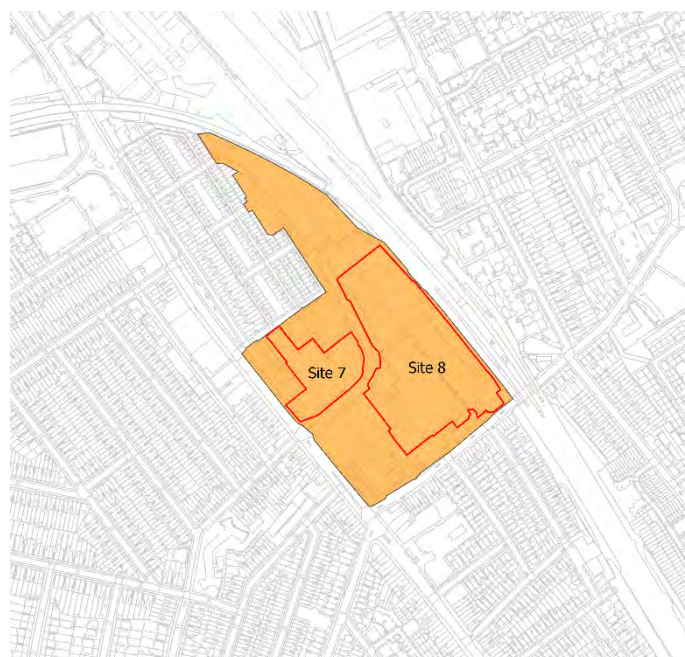
Development proposals will need to bring forward the following through detailed design, planning conditions and/ or contributions secured through Section 106 agreements:

- A comprehensive scheme for the improvement of the junction between the A5/Edgware Road and A406/North Circular supported by Transport for London in relation to the TLRN;
- New and improved pedestrian and cycle routes to the new Brent Cross West Station including from the Edgware Road and along Geron Way;
- Facilities for public transport interchange outside the new Brent Cross West Station on Geron Way with associated improvements to the local bus infrastructure;
- New public square at Brent Cross West Station and improved public realm along the A5 Edgware Road.

4.17 Cricklewood Growth Area

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- 4.17.1 Cricklewood town centre lies on the A5 / Edgware Road major thoroughfare in the south west of the Borough. The town centre is considered to provide a good range of shops, eateries and services, making it a popular place to shop, visit and live.
- 4.17.2 Cricklewood is well-connected with an overground station that provides trains directly to Central London, making this a good location for commuters. Multiple bus routes provide links with the surrounding areas.
- 4.17.3 Trends in economic activity towards online shopping has led to Cricklewood experiencing a decline of high-street retailers, in common with many other town centres. Cricklewood will need to respond with a more flexible approach to town centre uses.
- 4.17.4 Map 3B shows the area around Cricklewood Town Centre that has been identified as a Growth Area. Cricklewood is one of Barnet's main town centres, a location prioritised for improving its offer due to its larger scale and economic gravity, in particular as employment hubs for small to medium businesses in comparison to other Barnet town centres. Whilst Cricklewood Broadway retains high quality historic frontages and vibrant town centre functions, there is unused and underused land between the Broadway and Cricklewood station to the east. This includes the Broadway Retail Park a site of extensive car parking and low-rise buildings - but which has excellent public transport links from Cricklewood Station and bus routes along the A5 - has considerable potential for intensification. Map 3B highlights proposals sites in the Cricklewood Growth Area, further details of which are set out in Annex 1 - Schedule of Proposals.
- 4.17.5 Traffic congestion is an issue in Cricklewood, and the Council will utilise the Mayor's Healthy Streets Approach, through seeking an improved street environment for pedestrian and cyclists and supporting the use of public transport
- 4.17.6 The West London Orbital line has the potential to further increase capacity at Cricklewood. The Council will work with LB Brent and LB Camden in developing a more detailed planning framework for Cricklewood.

Map 3B Cricklewood Growth Area



POLICY GSS04 Cricklewood Growth Area

Cricklewood Town Centre is a location which the Council has prioritised for improving its offer to enable a diverse and thriving town centre. The Cricklewood Growth Area provides an opportunity for regeneration and intensification, supported by high existing PTALs and planned future transport infrastructure improvements, along with the availability of substantial under-used sites. The impact of the COVID19 pandemic means that developments should be aligned with the Council's Covid-19 Recovery Programme. The Council will support planning proposals that optimise residential density on suitable sites while delivering improvements to the amenity of the area and overall offer of the town centre.

To deliver growth and regeneration at Cricklewood, the Council will seek the following from development across the Growth Area:

- **1,400** new homes, with the potential to increase further upon delivery of the West London Orbital;
- Increase levels of workspace and pursue opportunities for new jobs;
- Appropriate floorspace for community, retail and commercial uses.

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

The Council will seek to prepare a more detailed planning framework for this area, such as through an Area Action Plan or Supplementary Planning Document, potentially through working with LB Brent and LB Camden.

4.18 Edgware Growth Area

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

4.18.2 The presence of Edgware Underground Station at the end of the Northern Line, along with Edgware Bus Station, make it a public transport hub. People use the buses and tube to access Edgware for shopping, leisure and work, while commuters can travel directly to Central London.

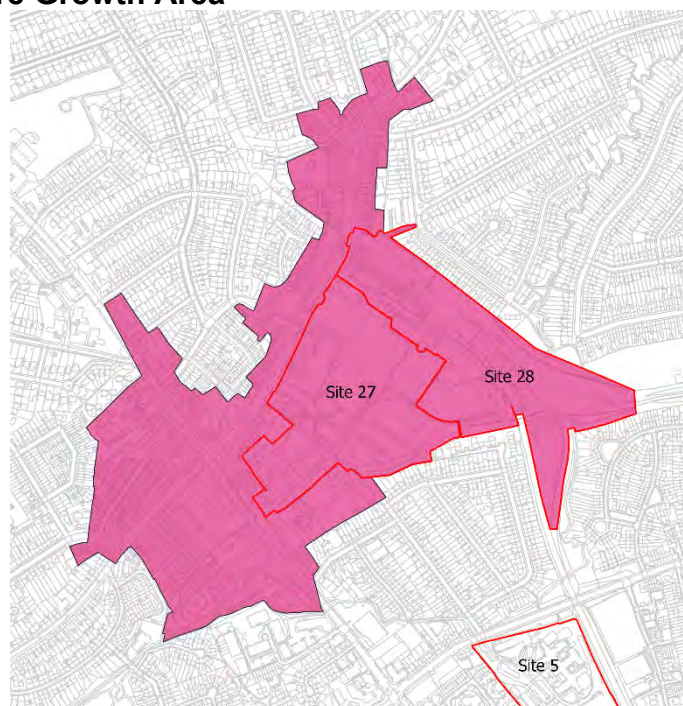
4.18.3 The Town Centre is an important commercial driver of the local economy and provides a range of important employment opportunities, largely in high street retailers and office work.

4.18.4 Edgware is identified in the Growth Strategy as one of Barnet's main town centres, a location prioritised for improving its offer due to its larger scale and economic gravity, in particular as employment hubs for small to medium businesses in comparison to other Barnet town centres.

- 4.18.5 Edgware has attractive inter-war shopping frontages, along with many nationally and locally listed buildings across the town centre. Edgware has a long and interesting history which is reflected in important heritage buildings that provide distinctive designs and links to the past. These advantages are reflected in the designation as a Growth Area, the extent of which is set out in Map 3C.
- 4.18.6 Despite its advantages the town centre has experienced a range of pressures in recent years like many town centres and high streets nationally. In common with similar town centres there has been a significant shift in retail resulting in the loss of major retail anchors as more people have moved to shopping online or attracted to out of town retail centres as they expand their offering.
- 4.18.7 Edgware Town Centre hosts a range of non-retail uses, including a significant amount of office space for professional and commercial services. There are diverse community uses such as buildings for community organisations, education, healthcare, religious uses, and a library. There is also a presence of leisure uses including a fitness gym.
- 4.18.8 To secure its status as a major town centre within the London Plan hierarchy of town centres, Edgware needs a sustainable response to a changing world. There must be compelling reasons for people to choose to visit and stay in the town centre, generating a positive and self-sustaining circle of renewal. Edgware can draw on its unique character and features while seeking new offerings to enhance the town centre's appeal and support its businesses. Edgware has an enormous opportunity to significantly improve its leisure and cultural experience to draw more people to the town centre during the day and evening. This could mean more entertainment such as a cinema, increased eating out options, and leisure such as sports activities.
- 4.18.9 The Edgware town centre experience can be greatly improved for pedestrians and cyclists through improvements to the street environment and dedicated routes. While public transport access is already good, the relationship of the tube and bus facilities with the surrounding town centre could be made much better. There will continue to be provision of car parking spaces for town centre users.
- 4.18.10 Local employment opportunities can be greatly expanded through delivery of workspaces for business start-ups and SMEs (Small & Medium Enterprises). Improving Edgware's economy and job environment will reduce the need to travel into central London and will draw wealth creation into the local area. Flexible employment floorspace should be provided and people helped to get the right level of skills to fully access the jobs market.

- 4.18.11 Edgware Town Centre has high levels of public transport connectivity due to the Northern Line station and a dense network of bus linkages. As the only major town centre within the Borough, Edgware provides a strategic role in terms of retail, leisure and employment provision. There is significant scope for improving the leisure and night-time economy offer; Barnet's TCFNA forecast significant levels of food and drink expenditure growth in Edgware. This can be met though increasing the provision of bars, cafés and restaurants. There is also scope for a new cinema complex and swimming pool, which will provide a step-change to the local leisure offer.
- 4.18.12 While the public transport linkages are good, the bus and rail stations integration with the town centre and surrounding areas could be improved. The bus access in particular conflicts with pedestrians. The public realm is generally poor, being crowded, clustered and noisy. There is very limited public outdoor space for sitting or socialising.
- 4.18.13 Extensive areas of surface parking, a low-rise shopping centre and the rail and bus station areas provide significant potential for regeneration and intensification. Map 3C highlights proposals sites within the Growth Area. Further detail on these sites is set out in Annex 1 - Schedule of Proposals.
- 4.18.14 The Council has developed a new Supplementary Planning Document in conjunction with LB Harrow to provide a new and more comprehensive planning framework for Edgware to realise its capacity. A goal of any new framework is to ensure that growth acts to directly enhance and supports the existing Edgware Town Centre.

Map 3C - Edgware Growth Area



POLICY GSS05 Edgware Growth Area

Edgware Town Centre is identified as an opportunity for regeneration and intensification, supported by high existing PTALs reflecting its potential to become an Integrated Transport Hub.

The Town Centre can be used far more effectively to support growth and enable the recovery from the Covid-19 pandemic.

The Council will support planning proposals that optimise residential density on suitable sites while delivering improvements to the amenity of the area.

To deliver growth and regeneration at Edgware Town Centre, the Council will seek the following from development proposals:

- **5,000** new homes;
- Improved leisure options such as a new cinema, swimming pool and new eating-out options;
- Appropriate floorspace for community, retail and office uses;
- Improved public realm, including new public spaces;
- Transformation of the relationship between the rail and bus stations and the wider town centre to improve the pedestrian experience and reduce congestion;
- Retain existing levels of employment and pursue opportunities for new jobs.

The Council has prepared a more detailed planning framework Supplementary Planning Document for this area, working in conjunction with LB Harrow.

4.19 Colindale Growth Area

4.19.1 The Colindale Growth Area is delivering a well-connected and affordable location serving as a sustainable place to rent and buy for a diverse and changing population. A place where cycling, walking and public transport have become the preferred mode of travel. Colindale is at the heart of the Council's vision to sustainably address the need for homes and jobs for Barnet's growing population, whilst protecting and getting the best from the Borough's heritage and extensive open spaces.

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

4.19.3 Colindale continues to deliver new homes with a development pipeline of over 6,000 units, 4,100 of which are within the Plan Period. The scale of regeneration in the area means that housing delivery must be accompanied by investment in transport, education, health, leisure, open spaces, green corridors and new employment opportunities.

4.19.4 Transport and movement are vital to the sustainable development of Colindale and developments should:

- Deliver improvements to support the Mayor's Healthy Streets Approach of a modal shift away from the private motor vehicle to more sustainable modes such as public transport, cycling and walking;
- For all developments within 1km distance of Colindale station to contribute towards station improvements, potentially including but not limited to delivery of step-free access and capacity enhancement, and provision of additional cycle parking;
- Contribute towards bus priority improvements at junctions, provision of bus lanes along bus corridors, service frequency improvements, and/or supporting infrastructure including bus stations, bus garages and/or bus stands.

4.19.5 The regeneration process has already seen significant progress with infrastructure projects and improvements to the public realm. Barnet and Southgate College has been relocated to Bristol Avenue in a newly-built campus, incorporating a new library and Centre for Independent Living. This is adjacent to new purpose-built offices for the Council. A new youth facility opened at Montrose Park in June 2019.

4.19.6 Colindale will benefit from the economic boost of becoming the local hub for public sector jobs. Employee expenditure can help boost the local economy, particularly in terms of cafes and restaurants, supporting the new Local Centre at Colindale Gardens.

4.19.7 Colindale is also home to the RAF Museum, an asset which has potential to enhance the area's role as a visitor destination, as highlighted in the Growth Strategy.

4.19.8 Colindale's future growth is focused on the following key areas:

- Colindale Underground Station – renewal of the station and intensification to take advantage of the high PTAL;
- Grahame Park – large-scale regeneration of the Estate;
- Colindale Gardens – land made available from consolidating the Metropolitan Police training centre (Peel Centre);
- Redevelopment of student housing at Platt Hall that is sympathetic to the context and character of the Grade II Listed Writtle House;
- Redevelopment of the Public Health England (PHE) site (Proposal No. 13) on Colindale Avenue is expected to come forward with the relocation of PHE to Harlow in 2025.

4.19.9 Map 3D highlights proposals sites in and around the Colindale Growth Area, further details for which are set out in Annex 1 - Schedule of Proposals.

4.19.10 A policy framework for Colindale has been established through the following planning documents:

- Colindale AAP (2010)

- Grahame Park SPD (2016)
- Colindale Station SPD (2019).

4.19.11 While public transport access for the Growth Area is provided by the Colindale underground station, along with bus services, accessibility to the area is affected by the physical barriers of the M1, Midland Mainline railway and Northern line which together restrict access points to the Growth Area.

4.19.12 Colindale Avenue provides a linkage into the Growth Area from Edgware Road (the A5) to the west. Colindale Avenue, however, suffers from several issues including the prevalence of on-street parked cars, a narrow roadway and pavements, a lack of cycling infrastructure, and a poor junction with Edgware Road. Improvements to key junctions and roads, including pedestrian and cycle linkages, together with an improved public realm are required.

4.19.13 The town centres of Colindale The Hyde and Burnt Oak are in proximity to the Colindale Growth Area and have an important part to play in supporting and benefiting from the success of the area. These town centres are shared with London Borough of Brent with whom the Council will work to ensure the effective renewal and growth of these places. This includes new housing, economic growth, and enhancing character, identity and heritage assets.

Map 3D - Colindale Growth Area



POLICY GSS06 Colindale Growth Area

The Colindale Growth Area provides the opportunity to create a more sustainable place that actively demonstrates a Healthy Streets Approach where cycling, walking and public transport are the preferred mode of travel. The Growth Area has capacity to deliver **4,100** new homes between 2021 and 2036. This includes development at Colindale Gardens, Colindale Underground Station and Public Health England. New homes at the Grahame Park Estate are considered in Policy GSS10.

In addition to new homes delivery the Council expects the following to be delivered:

- New Local Centre at Colindale Gardens including nursery provision and health-care facilities
- New Colindale Underground station with step-free access and sufficient gate-capacity for the growing population in the area. All development within 1km of Colindale Underground station will be expected to contribute towards station improvements, including step-free access and capacity enhancement, and provision of additional cycle parking;
- Improvements to open spaces which enhances the amenity, biodiversity and makes provision for play space, including at Colindale, Montrose, Rushgrove and Silkstream Parks;
- Improvements to key junctions and roads, including pedestrian and cycle linkages, together with an improved public realm, along Colindale Avenue to Edgware Road;
- New development in Colindale should deliver improvements to streets and the public realm in line with the Healthy Streets Approach;
- Ongoing improvements to bus services, focusing on east west linkages with new development required to contribute towards supporting bus infrastructure including stations, garages, bus stands and lanes as well as bus priority improvements at junctions and service frequency improvements;
- Provide a new pedestrian and cycle route under the Northern Line to link Colindale Gardens to Colindeep Lane;
- Improving access between Colindale Park and Rushgrove Park by utilising land between Northern Line and the Silkstream for a new pedestrian and cycle route within a new open space;
- Development proposals to provide new community facilities and create a sense of place; Renewal and upgrade of primary school and secondary school at Grahame Park; and
- Control on-street parking through implementation of a new Controlled Parking Zone (CPZ) across the majority of the Colindale Growth Area.

Colindale development up to 2036 will be focussed at the following locations:

- Land at Colindale Underground Station will be redeveloped to provide a new, higher capacity, step-free access station that incorporates cycle parking;

- The Grahame Park Estate will be renewed and much better integrated with surrounding areas, delivering 2,760 new homes providing wider choice of housing type and tenure;
- Colindale Gardens where new homes will be accompanied by a new primary school, a new children's nursery, a new park, and a new primary health care facility;
- The Public Health England site where residential led development will re-integrate this site back into Colindale and reconnect the area with the Silk Stream;
- Middlesex University's Platt Hall be redeveloped in a manner which is sympathetic to the context and character of the Grade II Listed Writtle House, to provide an uplift in the number of student units on the site.

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

4.20 Mill Hill East

4.20.1 The Mill Hill East area is a green, suburban location that includes the planning designations of Green Belt and the Mill Hill Conservation Area.

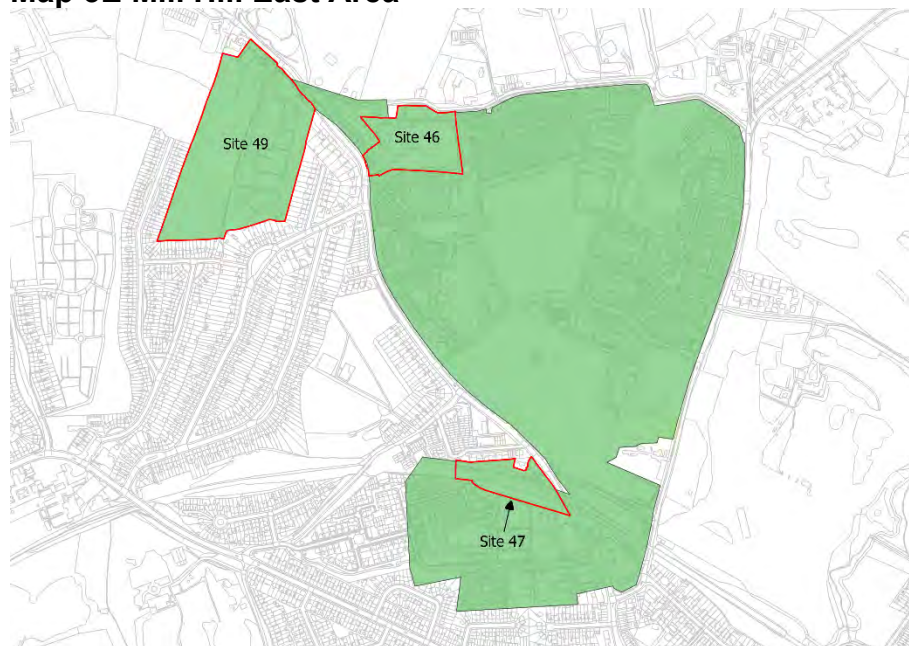
4.20.2 Mill Hill East was identified in the 2004 London Plan as an area of intensification. Such areas were defined as typically built-up areas with good public transport access which can support redevelopment at higher densities but at lower levels than areas such as Brent Cross and Colindale.

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

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

4.20.5 Development proposals must demonstrate how sustainable modes of transport will be enabled, with the effects on traffic and transport fully assessed and mitigated as required.

Map 3E Mill Hill East Area



POLICY GSS07 Mill Hill East

Millbrook Park is making progress as an example of good suburban growth. The implementation of the 2011 planning consent following the adoption of the Mill Hill Area Action Plan in 2009 has already delivered 737 new homes, with the expectation of a further 1,529 units to be completed.

Within the wider area around Mill Hill East there is capacity to deliver 1,500 additional new homes.

The Council will positively consider proposals on suitable sites to deliver further good suburban growth, including at Mill Hill East Station, Watchtower House and IBSA House, which together could deliver around 547 new homes.

Proposals within Mill Hill East must be supported by a Transport Assessment setting out public transport improvements and demonstrating how sustainable transport options will be provided.

Development proposals must demonstrate careful consideration of any impacts on the Mill Hill Conservation Area and Green Belt designations.

4.21 **Barnet's District Town Centres**

- 4.21.1 Barnet has an extensive town centre network with a range of locations where appropriate renewal and regeneration can support the Borough's growth needs. Thriving town centres are essential for the Borough to grow sustainably and successfully. Barnet's Growth Strategy highlights those town centres that have been prioritised, for improving the town centre offer.
- 4.21.2 Retail continues to evolve as a multi-channel activity. Comprising a mix of physical stores, 'click and collect' points, direct delivery to homes and workplaces, and showrooms for digital businesses. This is a significant contributory factor to the decline in physical presence of shops on high streets, a trend that has been amplified by the Covid-19 pandemic.
- 4.21.3 Having a less restrictive framework that enables innovation is key to delivering thriving town centres and ensuring that they can provide destinations that offer a blend of commercial, community and cultural functions. Residential components within mixed use development in town centres can help contribute to vitality and viability by increasing trade for business and enhancing natural surveillance and activity throughout the day and night-time. Such locations also offer their residents ready access to town centre based services and facilities including public transport, reducing the need to travel by car. Developments must ensure that the design of proposals is suitable for the town centre context while providing amenity for the new residents such as providing access to open space and minimising exposure to traffic noise. An approach of site infilling and intensification supported by Design Guides will enable town centre locations to contribute towards the Borough's growth needs.
- 4.21.4 In order to be successful and thriving Barnet's town centres will have to adapt and take advantage of the increased flexibility provided by the 2020 radical overhaul of the Use Classes Order⁸.
- 4.21.5 Barnet's town centres are important locations not only for retail, but also provide a focus for community and family friendly activities and a sense of civic pride, often containing valued heritage assets. The importance of town centres as sites of employment is reflected in the Council's Article 4 Direction restricting the conversion of offices to residential. The renewal of town centres must balance growth needs with sensitive and high-quality design.
- 4.21.6 Within town centres new infill development is unlikely to afford significant amenity space within the curtilage of the site, and it is therefore vital that areas of publicly accessible open space are maintained or developed within or in close proximity to town centres, and that development proposals demonstrate existing or improved access to such spaces. Further guidance on the development of small sites will be provided by Design Guides.

4.21.7 Barnet's town centres will pursue an approach that aligns with the Mayor's Healthy Streets Approach, promoting active modes of travel and good public transport provision. This approach, combined with the immediate accessibility of the town centre functions, should allow residential development with car free or low parking provision. Space previously intended for car parking can be used more efficiently to contribute to the overall quality of the development.

POLICY GSS08 Barnet's District Town Centres

Barnet's Town Centres have a vital role in delivering sustainable growth and enabling recovery from the Covid-19 pandemic. Thriving town centres will support shopping and services, and provide a focus for cohesive communities, while delivering new jobs and homes.

Main Town Centres (Burnt Oak, Chipping Barnet, Finchley Central, Golders Green and North Finchley) will form the Council's priorities for investment and revitalisation, supporting local businesses and delivering mixed use development in accordance with the place making policies of the Local Plan and in alignment with the Mayor's Healthy Streets Approach.

The changes to the Use Classes Order (2020) remove restrictions on changes of use and allow greater flexibility for opportunities to change between town centre uses, supporting town centre vitality and viability.

The Council will support mixed use development within Barnet's town centres ensuring that their individual town centre offer responds to the needs of residents and workers as well as businesses and maintains their distinctiveness as places and vibrant hubs.

Barnet's Town Centres (excluding Cricklewood and Edgware) have potential to deliver a minimum of **5,400** new homes.

The Council will ensure that proposals for town centre development:

- a) achieve a high-quality design that enhances the visual amenity of the town centre;
- b) optimise residential density within the context of the town centre;
- c) manages acceptable levels of noise associated with town centre locations;
- d) do not have a negative impact on areas outside of the town centre;
- e) demonstrate suitable access to open space and, where appropriate, improves availability or access to an open space, as well as ensures continued maintenance;
- f) makes provision for community infrastructure;
- g) supports sustainable travel and seeks to minimise parking provision, including at zero provision where appropriate, and to not exceed established standards;
- h) Support active travel modes and the Healthy Streets Approach;
- i) make a positive economic contribution; and
- j) are not detrimental to the ongoing functionality of the existing town centre.

The Council will pursue the individual planning objectives for each town centre through utilising more detailed area frameworks such as Supplementary Planning Documents. While specific town centre sites are

identified in the Schedule of Proposals it is expected that further sites will come forward in response to the challenges of growth.

4.22 Existing and Major New Public Transport Infrastructure

4.22.1 The Borough is well served by existing overground and underground rail networks and is positioned to benefit from the major new transport projects of the West London Orbital (WLO) and potentially Crossrail 2. The rail stations provide well-connected nodes that can support growth and the delivery of housing.

4.22.2 The longer-term impacts of COVID19 are as yet unclear, but there is potential for more working from home. Nevertheless, proximity to public transport nodes is expected to remain a key support for growth as commuting and leisure trips are expected to return, albeit at a lower level than before. The TfL Streetspace Initiative sets out the approaches and priorities to creating a safer environment to enable movement around London.

4.23 West London Orbital (WLO) and Crossrail 2

4.23.1 The Council is supporting the major transport infrastructure projects of West London Orbital (WLO) and Crossrail 2, which have the potential to support transformation in areas of the Borough.

4.23.2 The WLO will deliver a passenger service along existing rail tracks between Hounslow/ Kew Bridge and Hendon/ West Hampstead Thameslink, passing through Old Oak Common, Neasden, Brent Cross West and Cricklewood. The WLO will have positive impacts through unlocking housing delivery and creating leisure, community and amenity opportunities along the corridor. Delivery is expected by 2026 at the earliest.

4.23.3 The proposed Crossrail 2 routes would directly connect north and south London while providing a continuous rail link beyond the capital into the southern and northern home counties. One of the northern spurs would connect to New Southgate. Although Crossrail 2 is subject to confirmation delivery would be towards the latter part of the Plan period. Whilst work on project development and seeking consent for the Crossrail 2 scheme has been paused, TfL continues to work with DfT on a suitable timetable for updating the safeguarding directions so that the latest Crossrail 2 design is protected from future development. This safeguarding refresh will include the alignment of the proposed New Southgate branch which is a part of the Crossrail 2 route that is not currently safeguarded.

4.23.4 Through further improving PTALs these major transport schemes will support residential led development around the station areas of New Southgate, Cricklewood, Hendon and the new station at Brent Cross West.

4.23.5 In response to uncertainty about major transport infrastructure the Council will monitor progress on the West London Orbital and Crossrail 2. It will also set appropriate milestones for assessing regeneration and the stages where a review of Policy GSS09 or introduction of new planning frameworks may be necessary to further comprehensive redevelopment.

4.23.6 With particular regard to the designation of New Southgate as an Opportunity Area in the London Plan, the Council will consider bringing forward a joint area planning framework with LB Enfield and LB Haringey. The boundaries of the Opportunity Area have not been formally defined but they will cross into LB Enfield and LB Haringey. If the Crossrail 2 project does not come forward, there will be a greater focus on opportunities in the area around the North Circular Road.

4.24 Existing Public Transport Nodes

4.24.1 Public transport nodes, particularly of underground and over-ground rail infrastructure, provide locations of higher PTALs that can support significant intensification and growth.

4.24.2 Barnet has 13 London Underground stations, all of them on the Northern Line. The Edgware branch serves the western side of the Borough with six stations, while the High Barnet and Mill Hill East branches serve the central and eastern areas with seven stations. With the support of TfL investment projects to improve key station interchanges and their relationship to town centres, alongside step free access, will enable these transport assets to better support local communities, unlock opportunities for development, and facilitate new jobs and economic growth.

4.24.3 The Borough is also served by six Network Rail stations. Three of these are on the Midland Main Line in the west of Barnet. The introduction of the new Brent Cross West Station will be a major improvement and, together with the new West London Orbital line, will be key to improving the connectivity of these locations to unlock further opportunities for growth.

4.24.4 The remaining three Network Rail stations are on the East Coast Main Line which runs through the east of the Borough. Subject to the arrival of Crossrail 2 in the latter stages of the Local Plan connectivity will be further improved at Oakleigh Park and New Barnet. However, further delays to the timescales for this investment may negatively affect opportunities for growth unless alternative transport improvements and investments can be delivered.

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

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

4.24.7 The stations not linked to a town centre which are expected to support development are:

- Mill Hill East
- New Southgate
- Hendon, and
- Brent Cross West (Under construction).

POLICY GSS09 Existing and Major New Transport Infrastructure

To deliver growth and regeneration at existing transport hubs and alongside major new transport infrastructure at New Southgate and West London Orbital, the Council will seek the following quantum of development across the area:

- **1,650** new homes;
- Retain existing levels of employment and pursue opportunities for new jobs;
- Appropriate floorspace for community, retail and commercial uses.

The Council will seek to prepare more detailed policy frameworks for these areas, such as through an Area Action Plan or Supplementary Planning Document, potentially through joint working where appropriate.

Major transport infrastructure upgrades

The potential major transport infrastructure upgrades of the West London Orbital (WLO) and Crossrail 2 would provide opportunities for growth in Barnet through developing new stations or upgrading the capacity of existing stations and allowing higher density developments to be achieved. Proposals on sites in proximity to these public transport improvements will be expected to deliver a density and quantum of residential units which optimise their potential.

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

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

New Southgate and Crossrail 2 – potential for at least 250 new homes.

The Council will consider new planning frameworks to support comprehensive redevelopment in alignment with progress on Crossrail 2.

Existing Transport Hubs

Public transport hubs with high levels of PTAL in Barnet offer significant potential for intensification and growth.

The stations not linked to a town centre which are expected to support development are: Mill Hill East, New Southgate, Hendon and Brent Cross West (under construction).

Development at these public transport nodes will be supported, provided that the proposal:

- Enhances the capacity, access and facilities of the transport interchange;
- Demonstrates optimised density;
- Delivers residential uses, or otherwise demonstrates why uses with economic or community benefits are allowable;
- Supports active travel modes and the healthy streets approach;
- Avoids unacceptable levels of air and noise pollution for the new residents
- Is not detrimental to heritage assets; and
- Supports and, where appropriate improves, public access to open space and play space.

Where it is proposed to develop a station car park, the Council expects a demonstration of how the use of public transport and active modes of travel will encourage reduced car park usage. Existing provision must be assessed and replacement car parking may be supported through a more land-efficient design approach such as a multi-storey design.

4.25 Estate Renewal and Infill

- 4.25.1 Housing estate renewal and infill is an important element of the Council's existing growth and spatial strategy. There are parts of Barnet where the impacts of inequality and causes of deprivation are particularly concentrated. Such areas fall within the 20% most deprived areas in England. The London Plan defines such locations as Strategic Areas for Regeneration. Renewal and infill of the Council's own housing estates helps define Local Areas for Regeneration. This can provide opportunities for making a far more efficient use of land while greatly improving the standards of accommodation and quality of the urban form.
- 4.25.2 The Council has already progressed estate renewal, successfully regenerating housing estates such as Stonegrove. The estates have been subject to long term programmes of regeneration to tackle poor quality housing and social isolation and transform these areas into successful mixed tenure places that are integrated with their surrounding neighbourhoods. Many future schemes are focused more on infill and some small areas of redevelopment, rather than comprehensive demolition and renewal.
- 4.25.3 Regeneration must be undertaken in a partnership with Barnet Homes and Registered Social Landlords and in collaboration with local communities to develop a shared vision for the area. The re-provision of affordable housing is complex and estate regeneration must take account of the specific circumstances of each site, including local infrastructure needs, local housing need in respect of tenure mix, affordability and tenure size, place-making, viability and the nature of the surrounding area. Within the housing estate subject to regeneration the Council will ensure no net loss of affordable floorspace and with existing social rent tenants, facilitate their right of return to the estate into new social rent accommodation. Otherwise the Council will replace existing social rent housing with new affordable accommodation as London Affordable Rent or Social Rent.
- 4.25.4 The Council will work with the Mayor in ensuring that proposals are consistent with London Plan Policy H8 – Loss of Existing Housing and Estate Redevelopment. Proposals will take account of the requirements of the Mayor's Good Practice Guide for Estate Regeneration⁹. The Mayor's Guide provides detailed guidance for assessing appropriate approaches to estate regeneration. In particular, only once the objectives of an estate regeneration scheme have been formulated in consultation with residents, should the physical interventions required to achieve them be considered.
- 4.25.5 Housing estates at Upper and Lower Fosters, West Hendon, Dollis Valley, Granville Road, Westhorpe Gardens and Grahame Park are already undergoing or are scheduled to undergo, renewal or infill in full consultation with resident households.

POLICY GSS10 Estate Renewal and Infill

The Council working in partnership with Barnet Homes, Registered Social Landlords and the Mayor of London will continue its programme of estate renewal and infill to improve the urban form of housing estates in the Borough, making better use of underused land to provide better quality amenity space and 4,400 new homes.

The housing estates for renewal or infill include Grahame Park, Upper and Lower Fosters, West Hendon, Dollis Valley, Granville Road and Westhorpe Gardens.

The Council will:

- Replace existing affordable housing whilst considering the specific circumstances of each site;
- Ensure that an equivalent amount of affordable housing floorspace be provided as a minimum and seek an uplift in such provision;
- Support the right of return for existing social rent tenants from estates into new social rent accommodation. Otherwise the Council will provide the new affordable accommodation as London Affordable Rent or Social Rent;
- Integrate replacement affordable housing into the redevelopment to ensure mixed and inclusive communities.

The Council will continue to work in collaboration with local communities to develop a shared vision for schemes already underway in addition to those proposals highlighted in Annex 1 of the Local Plan.

Proposals will take account of the requirements of the London Plan Policy H8 – Loss of existing housing and estate redevelopment together with the Mayor’s Good Practice Guide to Estate Regeneration.

Redevelopment proposals must ensure the following requirements are met:

- Demonstrate improvement in the quality of the housing stock and the surrounding environment;
- Achieve a net increase of housing units;
- Consider the needs of existing households on the estate;
- Provision of housing tenure and mix according to the specific site needs, taking into account local housing need, local infrastructure need, the nature of the surrounding area, and viability;
- Ensure access to sufficient amenity space including open spaces and children’s playgrounds;
- Ensure access to sufficient supporting infrastructure where the impacts of development require mitigation. This may include but is not limited to child nurseries, schools, community centres, sport and leisure facilities, and healthcare;
- Design in active travel to promote walking and cycling and demonstrate sufficient access to public transport; and
- Provide an appropriate level of parking.

4.26 Major Thoroughfares

4.26.1 Across the Borough development is already coming forward on sites along major roads and a policy framework will allow this process to be managed more effectively. Major road corridors through Barnet provide, in certain cases, opportunities for infill and intensification. The Key Diagram highlights the major thoroughfares in the Borough. The Council will work with Transport for London (TfL) and Highways England to help find and deliver appropriate sites. The routes currently most suitable for this form of development are:

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

4.26.2 A good level of bus service underpins a high level of public transport access and good overall connectivity. The urban form of generally wide roads and, in places, existing larger building typology, offers the opportunity to develop sites more intensively for residential and other suitable mixed uses. Proposed developments must carefully consider how the building design will relate to the surrounding urban environment, particularly in relation to suburban streets at the rear. Outside of the strategic locations highlighted in Policy CDH04 'Tall Buildings' residential-led building blocks of up to 7 stories are considered particularly suitable along major thoroughfares, although any 'tunnelling' effect from buildings must be avoided, and separation must be maintained between town centres. Proposals must also consider appropriate ground floor uses in accordance with policies on town centres.

4.26.3 Working towards the Mayor's Healthy Streets Approach of a modal shift away from the private motor vehicle to more sustainable modes such as public transport, cycling and walking, will help to improve the environment along the Borough's thoroughfares. Proposals coming forward along these road corridors must themselves support the Healthy Streets Approach.

4.26.4 Emerging regulatory and technological changes are likely to have a significant impact over the lifetime of the plan. Regulation to reduce emissions from vehicles, combined with a rise in the use of electric vehicles, is likely to lower air pollution and noise levels around Barnet's major roads, leading to a much-improved environment. This in turn will support a better and more intensive use of locations for residential and other uses.

4.26.5 The two key historic routes in Barnet are the Edgware Road A5 corridor following the route of the Roman Watling Street along the valley bottom and the A1000 corridor – the old route of the Great North Road linking the old town centres along the ridge line. Both of these routes have been the focus for continual renewal and intensification over time and include a spread of tall buildings. The Council is preparing a Height Strategy Supplementary Planning Document to guide designs along these road corridors.

4.26.6 Within Barnet there are routes that are managed by Transport for London (TLRN) which could potentially be enhanced, but will require more substantial public transport investment, alongside the healthy streets initiatives, to unlock their capacity for growth. These include:

- A406 North Circular;
- A1 Great North Way/ Watford Way; and
- A41 Edgware Way / Watford Way / Hendon Way.

POLICY GSS11 Major Thoroughfares

Redevelopment along Barnet's main road corridors as set out in the Key Diagram can provide a significant supply of sites for growth. Such locations have capacity to deliver an additional 3,350 new homes. The Council will work with TfL and Highways England to help deliver appropriate sites. Over the Plan period it is likely the environment around Barnet's major thoroughfares will improve due to regulatory changes and new technologies such as electric cars leading to a reduction in air and noise pollution from road vehicles. To achieve the quantum of development sought to be delivered, the Council will expect environmental improvements along and immediately adjacent to the thoroughfares identified.

Development proposals will be supported in these locations where it can be demonstrated that:

- Access to walking and cycling networks will enable safe and active travel;
- Design relates to the context and character of the surrounding area, including suburban streets behind the thoroughfare;
- Achieves a high-quality design that enhances visual amenity and does not contribute to a continuous 'wall like' corridor of medium rise buildings between town centres;
- Contributes to an improved and more active streetscape and facilitates delivery of Healthy Streets Approach;
- Avoids unacceptable levels of air and noise pollution for the new residents;
- Supports and, where appropriate improves, access to open spaces and play spaces, as well as ensuring their continued maintenance; and
- Any proposals to provide car parking should be in accordance with car parking standards.

The A5/ Edgware Road and the A1000 / Great North Road Major Thoroughfares may have potential for residential led tall building development in certain locations optimising site availability and good public transport accessibility, providing the opportunity for revitalising these areas. Further guidance will be provided by the emerging Height Strategy Supplementary Planning Document.

Proposals for tall buildings (8 storeys or more) must be assessed with reference to Policy CDH04.

While specific sites along Major Thoroughfares are identified by the Schedule of Proposals it is expected that further sites will come forward in response to the opportunities for growth.

4.27 Redevelopment of Car Parks

4.27.1 With pressure for ensuring the efficient use of land for housing and other uses there is potential for releasing capacity from surface level car parks within the Borough which are accessible to the public. There is an opportunity to enable surface level car parks to be more efficiently and sustainably utilised while still serving a car parking function. Publically accessible car parks located within or close to town centres and part of a more urban streetscape will be considered suitable for greater levels of intensification.

4.27.2 The Council acknowledges the importance of a convenient and good quality parking supply to ensuring thriving and competitive town centres. Within town centres where there are several car parking locations, enabling greater parking system efficiency can help provide a better level of service for local people, businesses and visitors, and provide some capacity for further demand. In considering local capacity the Council may seek a dedicated development related parking strategy in order to review the existing pricing, timing, availability and management of car parking spaces. This will enable enhanced matching of precise space availability in type and location to existing and anticipated future parking demand and assist in achieving the desirable parking system efficiencies.

4.27.3 Proposals for redevelopment of car parking spaces must be subject to a demonstration that capacity is available, for example due to underuse of existing provision, a more efficient car park design approach such as underground or multi-storey, or a shift of journeys to public transport and active travel modes. Where car parking is maintained at the site vehicle access must be shown to be safe. A clear strategy will be required as part of any proposals for redevelopment of car parking spaces to ensure minimum disruption to parking in the town centre or local area during the redevelopment of the car parking.

POLICY GSS12 Redevelopment of Car Parks

In order to ensure the efficient and sustainable use of land the Council will support re-development of publically accessible surface level car parks for residential and other suitable uses provided that:

- The design preserves the amenity of neighbouring uses;
- Demonstrates how the use of public transport and active modes of travel will lead to reduced car park usage; and
- The parking spaces can be demonstrated as surplus to requirement or re-provided as needed

A transport assessment will be required to ensure a safe pattern of vehicle and pedestrian movement and air quality effects.

In considering local capacity the Council may seek a dedicated development related parking strategy in order to review the existing pricing, timing, availability and management of car parking spaces.

4.28 Strategic Parks and Recreation

4.28.1 Supporting the visitor economy is an important element of the Council's Growth Strategy. This includes both indoor and outdoor destinations that will have a local and or regional reach. Destination locations include the RAF Museum, Allianz Park Stadium, Welsh Harp (Brent Reservoir) and Brent Cross Shopping Centre well as London's only registered battlefield. Barnet has important historical parks and gardens which provide a much valued resource for residents and visitors.

4.28.2 Barnet's Playing Pitch Strategy highlighted the need to create three sports hubs in Barnet to offer a range of activities and opportunities for participation in physical activity and also community activities some of which would be paid for and others which would be free of charge. Further to their support through the Parks and Open Spaces Strategy for wider enhancement of these locations, masterplanning work has been completed and or is being undertaken.

- **Barnet and King George V Playing Fields** is located in the north east of the Borough in close proximity to High Barnet Station and connects with the London Loop and the Dollis Valley Green Walk. The masterplan proposes the delivery of the following facilities to provide a destination for sports and recreation: community football and Gaelic football pitches; hub buildings including changing facilities, café and multi-use community rooms; enhanced amenity space, gardens and play areas; outdoor gym; BMX / skate park; ancillary services and utilities. Through the Upper Dollis Brook and Dollis Valley Green Walk there is potential to significantly improve Barnet's nature conservation and biodiversity with ecological enhancements extending along the Dollis Brook to connect with existing nature reserves and protected conservation areas. Appropriate ancillary facilities may be required to support educational, management and maintenance requirements.
- **Copthall Playing Fields and Sunny Hill Park** is located in the centre of the Borough. This is the Council's most significant sports and recreation site, home to nationally and regionally significant sports organisations. It also has connections to adjacent open spaces (Arrandene Open Space, Mill Hill Park and Mill Hill Old Railway Corridor/Bittacy Hill Park) although suffers from poor public transport. The adopted Copthall masterplan will deliver the following professional and amateur sports facilities: A new Leisure Centre with regional competition pool; community football pitches (both grass and artificial); professional and community cricket pitches and facilities; an improved Allianz Park Stadium alongside amateur rugby pitches facilities; competition standard athletics facilities. These sports facilities will be complemented by recreational facilities that include café; play and other leisure uses that will support wider site management and maintenance; ancillary services and utilities. The existing woodland and nature reserve areas will be complemented with further ecological enhancements and new habitats to protect and improve local biodiversity. Together these improvements will deliver a new district park and regional destination at the heart of the Borough.

- **West Hendon Playing Fields** is located in the south west of the Borough and is closely linked with the Welsh Harp (Brent Reservoir), a Site of Special Scientific Interest (SSSI) which provides the connection between the Silk Stream in the west and Dolls Brook in the east. It is also the key open space connected to and supporting regeneration in West Hendon and around the (The Hyde) A5 Corridor. The masterplan proposes the delivery of facilities that will provide a regional destination for sports and recreation: existing and improved non-motorised water sports; community football pitches (both grass and artificial); bowls; tennis courts; hub buildings including changing facilities, café, leisure and childcare provision and multi-use community rooms; enhanced amenity space, gardens and play areas; outdoor gym; adventure golf; informal and organised adventure sports including BMX, skating, high ropes and climbing provision; and ancillary services and utilities. There will also be walking and cycle routes across the site that will complement and improve accessibility to the existing woodland and conservation areas alongside ecological enhancements and new habitats to protect and improve local biodiversity.

4.28.3 There are wider opportunities for improvements to greenspaces across the Borough delivering outdoor recreational and leisure facilities. These include:

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

- 4.28.4 The All London Green Grid Strategy identifies the potential for a Regional Park within the Brent Valley and Barnet Plateau Green Grid Area. Over the lifetime of the Local Plan this will be supported and developed over time through component improvements to individual parks and open spaces; enhancement of footpath, cycling and bridleway networks; improved green corridors and nature conservation areas. A network of new strategic recreational destinations will form the building blocks for this wider regional opportunity, addressing the need for sport, recreation and nature conservation improvements. The open spaces that can most effectively support a new Regional Park and strategic recreational facilities lie within designated Green Belt or Metropolitan Open Land, therefore maximising the long-term benefit of such areas for residents will be the key test for any proposals. Such locations may need accessibility enhancements to unlock their full potential.
- 4.28.5 In terms of indoor recreational provision, the Indoor Sport and Recreation Study together with the Growth Strategy has identified the need for a review of opportunities to improve the visitor economy through new and enhanced facilities in appropriate locations. It is intended that identified opportunities will be considered as recreational destinations under this policy.

POLICY GSS13 Strategic Parks and Recreation

To promote healthy and active lifestyles within Barnet, the Council will provide and promote leisure and recreation facilities that encourage physical activity and assist the mental wellbeing of residents. The need for good access to outdoor recreation space has been highlighted by the COVID19 pandemic. Such facilities may comprise of indoor and outdoor leisure provision, together with ancillary facilities and services.

New indoor facilities should be located within town centres unless they are specifically designed to improve the utilisation of an open space.

The Council will seek to actively improve the quality, quantity and access to open spaces across Barnet through new and improved outdoor sports, leisure and recreational facilities. Such improvements will be delivered alongside nature conservation and biodiversity enhancements.

The Council will promote the creation of a new Regional Park within designated Green Belt or Metropolitan Open Land in the Brent Valley and Barnet Plateau.

5 Chapter 5 – Housing

5.1 National and London Plan Policy Context

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

NPPF

Section 5 Delivering a Sufficient Supply of Homes specifically paras 61 to 76

Planning Policy for Traveller Sites (PPTS)

London Plan

Policy GG4 Delivering the homes Londoners need

Policy D7 Accessible Housing

Policy D13 Agent of Change

Policy H1 Increasing Housing Supply

Policy H2 Small sites

Policy H3 Meanwhile Use as Housing

Policy H4 Delivering Affordable Housing

Policy H5 Threshold Approach to Applications

Policy H6 Affordable Housing Tenure;

Policy H7 Monitoring of Affordable Housing

Policy H8 Loss of Existing Housing and Estate Redevelopment

Policy H9 Ensuring the Best Use of Stock

Policy H10 Housing Size Mix

Policy H11 Build to Rent

Policy H12 Supported and Specialised Accommodation

Policy H13 Specialist Older Persons Housing

Policy H14 Gypsy and Traveller Accommodation

Policy H15 Purpose Built Student Accommodation

Policy H16 Large Scale Purpose Built Shared Living

Mayor of London Housing SPG

Mayor of London Affordable Housing and Viability SPG

5.2 Introduction

- 5.2.1 With Barnet's population continuing to grow, housing demand remains high. This is within a challenging financial environment for a Borough where regeneration and growth need to be delivered in a responsible and sustainable way. To support safe, strong and cohesive communities and improve the quality of housing in Barnet, the Council needs to ensure that a range of choices is available, with a variety of sizes and types of accommodation to meet the aspirations of residents and increase access to affordable, good quality homes. This includes building new homes as well as protecting the existing dwelling stock for those whose needs are changing, such as families seeking larger dwellings, or homes for smaller households including older people who want to downsize and move to housing that can help meet care and support needs. Barnet's demographic profile shows an increasing proportion of younger and older residents, this Plan therefore seeks to understand their needs and ensure that this is reflected in policy.
- 5.2.2 Good housing provision can help to support other Council objectives, such as enabling people with health and social care needs to live independently. As evidenced in the COVID19 national lockdowns of 2020 and 2021 a decent home is a key determinant for good physical and mental health throughout people's lives.
- 5.2.3 Barnet's Housing Strategy highlights that the Council will promote the delivery of homes to meet the needs of older people and those with disabilities, as well as measures to support young people leaving care to make a successful transition to living independently. Access to a good housing environment in childhood is also important for physical and mental development. Barnet's Children and Young People's Plan highlights that within a Family Friendly Barnet, children and young people will be afforded a good standard of living within housing that is safe and affordable.
- 5.2.4 In addition to providing an appropriate dwelling mix the Borough needs to offer greater choice than the standard tenure of residential market units for sale. These housing options may include:
- A range of affordable homes including First Homes delivered on all major schemes (10 or more homes).
 - Build to rent; purpose built housing where it is intended from the outset that 100% of the dwellings will be rented.
 - Supported and specialised housing such as semi-supported accommodation for young people leaving care to provide for particular needs in the community.
 - Specialist older persons housing which helps older and vulnerable persons to live independently as well as making provision for extra care housing.
 - Purpose built student accommodation to support higher education institutions.
 - Purpose built shared living accommodation as an alternative to Houses in Multiple Occupation (HMO).

- Sites for Gypsies, Travellers and Travelling Showpeople in order to meet any need identified by Barnet's Gypsy and Traveller Need Accommodation Assessment (GTNAA).
- Self-build and custom building based on consideration of the Barnet Self-Build Register.
- Managing a balanced housing stock by protecting family houses from conversion into smaller units or HMO.
- Multigenerational homes to enable older and younger persons to live together.
- Entry Level Exception Sites (Starter Homes) as a type of affordable housing product for first time buyers (or equivalent for those wanting to rent their first home).

5.3 **Barnet's Housing Strategy**

5.3.1 The Council's Housing Strategy highlights that costs continue to rise faster than median incomes creating an affordability gap which presents a real challenge for households seeking to buy or rent a home. The demand for homes has resulted in average local house prices increasing from £391,000 in 2014 to £545,000 in 2017, which is 15 times the median household income for Barnet. The Housing Strategy 2019-2024 sets out priorities for meeting the housing challenges facing the Borough. The Strategy focuses on improving standards in the private rented sector, increasing the supply of homes that local people can afford, promoting independent living, tackling homelessness and rough sleeping, and ensuring that homes are safe and secure. The Housing Strategy is further strengthened by the Homelessness and Rough Sleeping Strategy. This Strategy focuses on preventing homelessness, reducing the use of temporary accommodation, and securing new homes for those that are homeless. Establishing effective partnerships, working arrangements, and support for those who are or used to be homeless. The themes of the Housing Strategy, the Homelessness and Rough Sleeping Strategy and the objectives of this Local Plan are underpinned by Barnet's Strategic Housing Market Assessment (SHMA).

5.4 **Affordable Housing**

5.4.1 Home ownership for many people across London remains out of reach and this is no different for many Barnet residents. The increase in house prices along with requirements for sizeable deposits has restricted housing choices for many residents with standard home ownership the most expensive tenure. The delivery of affordable housing has never been more important and in greater demand. This is due to a number of factors including:

- The increasing affordability gap as housing costs continue to rise faster than household incomes.
- The limitations of mortgage availability as lenders have developed a more cautious approach on lending criteria. This has resulted in much lower income multiples being approved for mortgages, the knock-on effect of which is the increased need for larger deposits to secure a mortgage.

- Greater reliance on the private rented sector, making it more challenging for people to save for deposits with high rent costs.
- The housing choices of households on benefits have become more limited as changes to welfare reform make the private rented sector less accessible.
- A reduction in capital funding for housebuilding.
- The cautious approach of investors and housing developers following the economic downturn.
- An increased reliance on the planning system to deliver affordable housing through S106 requirements.

5.4.2 The NPPF defines affordable housing as housing for rent for those whose needs are not met by the market and which comply with one of the following:

- Affordable housing for rent –for homes managed by a Registered Provider where the rent is set at up to 80% of market rent, inclusive of service charges, in accordance with the government’s Policy Statement on Rents for Social Housing, and for Build to Rent affordable rental units that are to be maintained in perpetuity at affordable levels.
- Starter homes - built on commercial or industrial land which is no longer in use and sold at below market levels to young first- time buyers. Full details in Sections 2 and 3 of the Housing and Planning Act 2016. Implementation subject to secondary legislation.
- Discounted market sales housing – sold at least 20% below local market value. Eligibility should be set locally having regard for local incomes and house prices. Provision should be made to ensure that it remains discounted for future eligible purchasers.
- Other affordable routes to home ownership.

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

- Affordable Rent - for households on low incomes, with rent levels that are based on the formula in the government’s Policy Statement on Rents for Social Housing. Rent levels for homes let at a social rent use a capped formula in line with the government’s policy, and London Affordable Rent homes have a benchmark target set by the GLA.
- London Living Rent – for households on average incomes, this offers a lower rent, which enables people to save for a deposit to buy a home. This is an intermediate affordable housing product with low rents set at ward level by the GLA .
- London Shared Ownership - allows London households to purchase a share of a new home and pay low rent for the remaining portion e.g. purchase 25% and rent 75%.This is subject to any other changes on share proportions.
- Other affordable housing products may be offered if they meet the broad definition of Affordable Housing set out in the NPPF and are considered to be genuinely affordable.

- 5.4.4 NPPF (para 63) states that ‘provision of affordable housing should not be sought for residential developments that are not major developments’. A major development is defined in the NPPF as ‘development where 10 or more homes will be provided, or the site has an area of 0.5 hectares or more.’
- 5.4.5 In order to calculate Barnet’s affordable housing requirement, the SHMA has considered homeless, concealed and overcrowded households, as well as other households living in unsuitable housing that cannot afford their own home. Newly forming households are also taken into account. From this information the amount and tenure of affordable housing need in Barnet has been calculated.
- 5.4.6 In terms of meeting the objectively assessed need for affordable housing the SHMA states a need to provide as a minimum 23% of the overall objectively assessed need as affordable accommodation. This equates to a minimum of 10,600 new affordable homes by 2036. The delivery of this level of affordable homes should be viewed within the context of a strategic London Plan target of 50% affordable provision for residential proposals on public land, or where agreed with public sector landowners a target of 50% affordable housing across a portfolio of sites where at least 35% affordable housing is provided on each site.
- 5.4.7 National policy requires the Council to set affordable housing targets that are realistic. Particular regard has to be made to development viability. Government does not expect that each major housing application should routinely be subject to viability assessment. Where a viability assessment is required to ascertain the maximum level of affordable housing deliverable on a scheme, the assessment should be undertaken in line with the Mayor’s Affordable Housing and Viability SPG.
- 5.4.8 The Local Plan is supported by a Viability Assessment which found that affordable housing requirements can be met across all areas of the Borough but the existing use value of sites is a critical factor in determining the outcome. Where existing use values are high, the ability of residential schemes to meet the policy requirement will be more constrained and the level of achievable residential sales values becomes a more critical factor. In these circumstances, the Viability Assessment concluded that Policy HOU01 contains sufficient flexibility, both in terms of tenure mix and overall quantum, to enable schemes to come forward with a viable package of affordable housing.

- 5.4.9 The London Plan, Policy H4 sets the strategic target of 50% for affordable housing. Through Policy H5, as part of a fast track approach to delivery, the London Plan also introduces the Threshold Approach to Applications with a minimum threshold of 35% (without public subsidy) on all land other than public sector or designated employment land where 50% is the threshold level unless there is a portfolio agreement with the Mayor. London Plan Policy H6 sets out the Mayor's requirements for affordable products. This requires that 30% of new affordable housing should be low cost rental, including Social Rent/ London Affordable Rent; and that a minimum of 30% of affordable housing intermediate including, London Living Rent and London Shared Ownership. In line with London Plan Policy H6 the remaining 40% of affordable homes should be determined by the Borough based on identified need, the tenure split of 60/40 between rented and intermediate products and in accordance with the Housing Strategy.
- 5.4.10 The Council sets out in Policy HOU01 its minimum requirements for affordable housing. Any deviation from the minimum 35% provision that is not consistent with the required tenure mix will need to be fully justified through a policy compliant viability assessment. Where viability impacts are so great that a reduction in the percentage of affordable housing that can be achieved on site is below 35%, the Council will seek to pursue the preferred tenure split of 60/40 between rented and intermediate products as set out in Policy HOU01. This is on the basis that the delivery of more affordable tenures that would meet needs is a greater priority than achieving a potentially higher percentage of affordable housing on site that is not consistent with meeting these priority needs.
- 5.4.11 For all schemes to ensure that a range of affordable homes can be delivered, the basis of calculations for the affordable housing requirement will relate to the number of habitable rooms or the habitable floorspace of the residential development. In schemes where the affordable housing categories involve dwellings with more habitable rooms-per-dwelling than market provision, or different sizes of habitable rooms within different tenures, it is more appropriate for the calculation of the affordable housing proportion to be in terms of habitable floorspace. Applicants should therefore present affordable housing figures as a percentage of total residential provision in habitable rooms, units and floorspace to enable comparison. Minimum residential space standard requirements based on the minimum gross internal floor area (GIA) relative to the number of occupants apply to all new residential development. The Council expects these standards to drive innovation in the design of new homes that respond to housing needs in the Borough.
- 5.4.12 The Government introduced Vacant Building Credit (VBC) in 2014. This applies to sites where a vacant building is brought back into any lawful use, or is demolished to be replaced by a new building. VBC reduces the requirement for affordable housing contributions based on the amount of vacant floorspace being brought back into use or redevelopment. In assessing the applicability of VBC the Council will expect all of the following criteria to be met:
- the building is not in use at the time the application is submitted;
 - the building is not covered by an extant or recently expired permission;

- the site is not protected for alternative land use; and the building has not been made vacant for the sole purpose of redevelopment.

5.4.13 As highlighted by Policy GSS10 Estate Renewal and Infill, the renewal and infill of housing estates in Barnet is an important element of the Council's continuing approach to reducing spatial inequalities. The Council is progressing estate renewal across the Borough, successfully regenerating housing estates such as Stonegrove. Such estates will continue to play a significant role in successful place making and new homes delivery. The re-provision of affordable housing is complex and estate regeneration must take account of the specific circumstances of each site, including local infrastructure needs, local housing need in respect of tenure mix, affordability and tenure size, place-making, viability and the nature of the surrounding area. Within the housing estate subject to regeneration the Council will, with existing social rent tenants, facilitate their right of return to the estate into new social rent accommodation. Otherwise the Council will replace existing social rent housing, ensuring no net loss of floorspace, with new affordable accommodation as Affordable Rent.

5.4.14 Affordable housing provision is normally required on-site. In exceptional circumstances off-site provision may be acceptable where it can be robustly demonstrated that affordable housing cannot be delivered on-site or where an off-site contribution would better deliver mixed and inclusive communities than an on-site contribution. Cash in lieu contributions should only be used where there is detailed evidence to demonstrate that on-site affordable housing is not practical, off-site options have been considered and that such a contribution will not be detrimental to the delivery of mixed and inclusive communities.

Policy HOU01 Affordable housing

Within the context of a strategic London Plan target of 50% of all new homes to be affordable the Council will seek a minimum of 35% affordable housing from all developments of 10 or more dwellings.

For all schemes, the basis of calculations for the affordable housing requirement will relate to the number of habitable rooms or the habitable floorspace of the residential development.

Barnet's affordable housing tenure split will expect:

- a) 60% Low Cost Rent products including Affordable Rent;
- b) 40% Intermediate including London Living Rent and London Shared Ownership.

The Council will:

- c) Assess the capacity of sites under the threshold to ensure development is at an optimum capacity;
- d) Expect affordable housing to be delivered on the application site. Off-site provision will only be accepted in exceptional circumstances;
- e) Require an appropriate housing mix in accordance with Policy HOU02.

Innovative housing products that meet the requirements of this Policy will be supported, including approaches that set aside a proportion of homes for critical key workers (as defined by Government¹⁰) on land owned by Government departments and agencies.

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

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

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

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

- 5.5.1 The range of housing sizes and tenures sought in Barnet should reflect the households that live in the Borough and how households are expected to change in the next fifteen years. This means taking into account the size and type of households, affordability and the housing and lifestyle requirements of people with health, social care and support needs.,

- 5.5.2 Barnet's Local Plan (in particular Policy HOU02 and Policy HOU03) seeks to protect the existing stock of houses from inappropriate conversion. It also seeks to address both the demands for family accommodation at lower densities while meeting the pressures for increased densities driven by higher housing targets.
- 5.5.3 The Council will seek to ensure that housing choices are available to address the housing needs of all sectors of the community, making sure that development proposals do not deter shared or multi-generational usage, particularly with an ageing population, to ensure the delivery of truly mixed communities in neighbourhoods for all ages. Innovative design to increase housing choice in addressing housing needs is encouraged by the Council. Developments that can create intergenerational communities provide a basis for mutual support and offer real opportunities to develop new ways to help meet social care and support needs.
- 5.5.4 With high levels of planned housing growth and a changing population a key concern for the Council is that residents are able to secure access to the right accommodation in the right place. It is important that the size and mix of the new homes delivered will reflect the changing demographic and economic make-up of Barnet providing opportunities to increase as well as down-size. In getting it right the Council will consider a range of issues including site size, surrounding context (including town centre location), as well as PTAL and character. Other factors to consider are the proposed mix of uses, the range of housing tenures and any potential for custom-build and community led schemes. Innovative housing products that are in line with Policy HOU02 will normally be supported.
- 5.5.5 According to the Authorities Monitoring Report¹¹ (AMR) one and two bedroom homes remain the dominant type of accommodation delivered in Barnet, accounting for 78% of new homes overall and 86% of flats. In the past a family property would traditionally consist of three bedrooms or more. Many families now live in two bedroom accommodation. Table 9 sets out minimum space requirements for all new self-contained accommodation. Well-designed two bedroom properties of between 70m² and 79m² gross internal floor area¹² can now be considered as family homes as they are capable of accommodating 4 bedspaces. In assessing the size of new homes the AMR will reflect the number of bedspaces as well as homes.
- 5.5.6 Some older residents may wish to downsize, move closer to family or friends or be closer to services and facilities, but they may not want to move into specialist older persons housing. Well- designed new homes in developments in or close to town centres, near to relevant facilities and in areas well-served by public transport may prove attractive to residents wanting to downsize from their existing homes. This helps to free up existing family homes.

- 5.5.7 New one bed homes that meet London Plan space standards contribute to addressing needs in numerical terms; however, they are amongst the least flexible forms of accommodation in allowing for changes to individual housing needs and circumstances over time.
- 5.5.8 Priorities for the Council are to deliver well designed new homes while also protecting the stock of family houses. Providing family homes, with space for growing households, in Barnet will help to encourage such households to remain in the Borough. Delivering (and retaining) homes that are family friendly and capable of providing housing choices for young people and older residents as well as being flexible in addressing the needs of homeworkers¹³ are a mainstay of the Local Plan.
- 5.5.9 In order to protect affordable business space as well as ensure that development produces good quality residential accommodation the Council has introduced Article 4 Directions¹⁴ to better manage permitted development particularly for the conversion of commercial premises to residential. While permitted development continues its association with substandard accommodation the Council will consider further Article 4 directions.
- 5.5.10 The Mayor's Strategic Housing Market Assessment (SHMA) 2017 highlights that one bedroomed units are the largest requirement for market as well as social rented housing in London. This contrasts with the findings of Barnet's SHMA published in 2018. On the basis of evidence on recent household formation, in-migration, out-migration and projected household dissolution the Barnet SHMA has identified housing mix requirements by dwelling size and tenure type over the next five years for the Borough. The dwelling size priorities will guide the mix of housing sought across Barnet and provide a basis for determining the mix of homes on individual sites. These priorities will be subject to periodic review and update when new assessments of housing need are commissioned.

Table 6 - Full Objectively Assessed Need for Housing Size by Tenure¹⁵

Unit Size	Market Housing
1 bedroom	6%
2 bedrooms	24%
3 bedrooms	40%
4 bedrooms	25%
5+ bedrooms	5%
Total Market Housing	100%
	Affordable Housing
1 bedroom	13%
2 bedrooms	43%
3 bedrooms	27%
4 bedrooms	13%
5+ bedrooms	4%
Total Affordable Housing	100%

5.5.11 Table 6 shows a particular need for 2, 3 and 4 bedroom properties across all tenures. There is a significant need for family sized housing to be provided as part of any market housing mix. Around 70 per cent of the need for affordable homes in Barnet is for 2 and 3 bedroom properties. This is slightly more than for same sized market homes. Barnet's SHMA highlighted that the smallest element of need across market and affordable housing was for houses with 5 bedrooms or more. Table 7 provides a further tenure breakdown by size. This covers low cost rent (households who cannot afford London Living Rent) and intermediate housing (London Living Rent and Affordable Rent) as components of affordable housing. Households that can afford Affordable Rent are also more able to access Low Cost Home Ownership products such as shared ownership.

Table 7 – Objectively Assessed Need for Affordable Housing Tenure by Size¹⁶

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

Policy HOU02 Housing Mix

In order to deliver safe, strong and cohesive neighbourhoods development should provide a mix of dwelling types and sizes in order to create sufficient choice for a growing and diverse population across all households in the Borough.

In protecting existing housing stock across Barnet the Council will manage the conversion of residential dwellings through Policy HOU03.

Barnet dwelling size priorities are:

- a) For market homes for sale and rent – 3 bedroom (4 to 6 bedspaces) properties are the highest priority, homes with 2 (3 to 4 bedspaces) or 4 bedrooms (5 to 8 bedspaces) are a medium priority.
- b) For Affordable Homes (see Policy HOU01 and supporting text):
 - i. the smallest 2 bedroom property in this tenure is required to provide a minimum of 4 bed spaces in accordance with the residential space standards in Table 9
 - ii. 2 and 3 bedroom properties are the highest priority for homes at Low Cost Rent.
 - iii. 3 bedroom properties are the highest priority for homes at a London Living Rent.
 - iv. 2 bedroom properties are the highest priority for homes at an Affordable Rent / Low Cost Home Ownership.

These dwelling size priorities will be subject to periodic review and update when new assessments of housing need are commissioned.

Through the Authorities Monitoring Report (AMR) the Council will set out progress on delivering these priorities and building the right homes for the next generation. The AMR will inform the Council's consideration of dwelling mix on a site by site basis.

In applying the preferred housing mix the Council will consider the following criteria:

- c) Site size, surrounding context (including town centre location), PTAL and character.
- d) Mix of uses.
- e) Range of tenures.
- f) Potential for custom-build and community led schemes.

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

5.6 Residential Conversions and Redevelopment of Larger Homes

- 5.6.1 The Council's Growth Strategy highlights that in delivering new homes for the growing population greater emphasis will be placed on locations with good public transport accessibility such as town centres. Sustainable housing growth will contribute to thriving town centres. However, the loss of existing family size housing can be difficult to offset through the provision of newbuild family accommodation in new housing developments which will be predominantly located in town centres.
- 5.6.2 While the Council acknowledges the contribution of flats from the conversion of larger residential properties in terms of boosting the Borough's housing supply, it also has to balance this with concerns from existing residents that a concentration of such flats can have a detrimental impact on the character and amenity of a neighbourhood as well as the loss of family accommodation from the dwelling stock. The loss of larger homes through demolition and redevelopment is of particular concern.
- 5.6.3 As part of the Local Plan evidence base the Council has assessed the impact of residential conversions, defined as a form of development that involves the replacement, extension or conversion of existing buildings¹⁷. This includes redevelopment of larger homes. The conversion of existing dwellings into flats or Houses in Multiple Occupation (HMO) can have a cumulative effect of added pressure on off-street car parking and local services. Residential conversions may be appropriate in certain types of property or street, particularly where they are highly accessible; however, even in such locations they can harm the character of areas by changing external appearance and increasing activity. Such activity can often involve more noise, waste, overcrowding, people movements and increased vehicular movements.
- 5.6.4 In order to manage the existing stock of homes the Council seeks to restrict the conversion of family accommodation into smaller self-contained dwellings. On the basis of the Residential Conversion Study a threshold of 130m² gross original internal floor area has been set as the smallest floorspace allowance that could successfully incorporate two self-contained units respectively. In order to mitigate the further erosion of family accommodation Policy HOU03 requires that a family sized home (of at least 74m² gross internal floor area providing 3 bedrooms)¹⁸ is included within any proposed conversion to self-contained flats. This family sized home should be on the ground floor and have access to a rear garden.
- 5.6.5 Where conversions are deemed acceptable any external alterations should seek to minimise their impact on the external appearance of the property and local character. Conversions must deliver London Plan residential space standards and also be able to satisfactorily address all other relevant policies in the Local Plan including the need to consider the dwelling size priorities set out in Policy HOU02 and the approach to parking management set out in Policy TRC03. Further guidance on conversions is set out in the Residential Design Guidance SPD.

- 5.6.6 Converted residential properties are generally more intensely used and therefore are more appropriate in areas with good public transport accessibility and access to local services. Areas around Barnet's Town Centres and places with a PTAL score of 5 or more are the preferred locations where conversions are considered appropriate. These locations are areas where roads are not largely characterised by larger homes and where conversions will contribute to an increase in the mix and type of dwellings available without being detrimental to local character and amenity.
- 5.6.7 Areas outside of these preferred locations are considered more appropriate for families and allow for the provision of larger homes. Increasing the provision of larger homes in accordance with Policy HOU02, whilst continuing to resist the loss of existing larger homes should help ensure that the dwelling stock remains balanced in Barnet and capable of providing housing choice.

Policy HOU03 Residential Conversions and Re-development of Larger Homes

To effectively manage housing growth and ensure that residential conversions do not have a detrimental impact on the character and amenity of local areas, the Council will permit the conversion of larger homes into smaller self-contained residential units (C3) where all of the following apply :

- a) It is located within 400 metres walking distance of a major or district town centre (in accordance with Policy TOW01) or it is located in an area with a PTAL of 5 or more.
- b) The conversion provides at least one larger family sized home of 74 m² or more (gross internal floor area) and capable of providing 3 bedrooms on the ground floor with access to a dedicated rear garden of the converted home.
- c) The original gross internal floor area of the property exceeds 130m² where 2 self-contained residential units or more are proposed.
- d) The property is not in a road that is largely characterised by large houses and that no significant loss of character or amenity occurs to the area as a result of increased traffic, noise and/or general disturbance.
- e) A good standard of living conditions and amenity for future occupiers in terms of privacy, daylight and outlook is provided.
- f) Minimum car and cycle parking provision in accordance with Policy TRC03.
- g) Proposals meet London Plan residential space standards (Policy D6) and the criteria set out in Policy CDH01 – Promoting High Quality Design.

The Council will apply these criteria to any proposals for the demolition and redevelopment of larger homes.

5.7 Specialist Housing

5.8 Housing choice for older people

5.8.1 Older people in Barnet are more likely to be owner occupiers without a mortgage and more likely to under occupy their properties. Households comprising older people are sometimes asset rich but cash poor, and can struggle to maintain their homes. National research¹⁹ reveals that living in well located housing close to local services and amenities makes an important contribution to older people's health and wellbeing. The majority of older people prefer to either remain living in their home, or in accommodation that is part of the ordinary housing stock but better designed to meet their needs as well as located closer to public transport.

5.8.2 Chapter 2 highlights that the number of older residents in Barnet is set to increase. It is therefore necessary to ensure suitable housing choices are available in order to meet their aspirations. Older people are living longer, healthier lives, and the specialist housing offered today may not be sufficient in future years. Care is underpinned by the principle of sustaining people at home for as long as possible. Therefore, despite the ageing population, current policy recognises that the number of care homes may decline, as people are supported to continue living in their own homes for longer. This is reflected in Barnet's Housing Strategy which aims to make it easier for older residents to plan for the future and ensure that they have choices when their own home no longer meets their needs. A growing need is being identified for care homes that are able to provide complex care for conditions such as dementia and nursing services.

5.9 Housing choice for people with disabilities

5.9.1 Good housing can help to support other Council objectives, such as helping older people with support needs to live independently. The Council promotes the delivery of homes that meet the needs of older people and those with disabilities, as well as measures to support young people leaving care to make a successful transition to living independently.

5.9.2 All new homes in the Borough are required to be accessible and adaptable, complying with M4 (2) of the Building Regulations 2015. The Council also requires 10% of homes to meet Building Regulation M4 (3) standards for wheelchair user dwellings to ensure that accessible homes continue to be built in the Borough.

5.10 Housing choice for vulnerable people

5.10.1 The Council retains a responsibility for young people (of up to 25 years) with special educational needs and disabilities. As more young people with complex needs approach adulthood, there is a need to help them live as independently as possible within the community. Accommodation based support including the right assistive technology together with good quality, well designed group or clustered housing is the approach the Council will take to address this need. This may be a mix of new housing but the Council is also considering opportunities for re-design of existing supported housing provision.

5.10.2 Housing proposals for vulnerable people should consider the following types of accommodation:

- Extra care housing.
- Sheltered plus housing.
- Residential care homes.

5.10.3 The Council has identified a need for additional supported housing for vulnerable people and is increasing the supply of extra care housing as an alternative to residential care homes, providing a more flexible and affordable approach that can help older people live more independent lives for longer. Older people who are frail and living with dementia could be cared for appropriately in this type of scheme or in specialist nursing homes where appropriate. The Council are considering the potential of the existing care homes stock and whether this can be enhanced to meet the nursing needs of the most frail. Therefore, conversion of any residential care to general needs or other housing should be carefully considered and consulted on with the Council.

5.10.4 Proposals for such accommodation are expected to clearly demonstrate need and how they are contributing to the delivery of Council strategies and priorities. Loss of extra care housing will not normally be acceptable and compliance with Policy CHW01 will be required where community facilities may be lost.

5.10.5 Any new extra care housing and care homes for older people should be within reasonable walking distance, defined as 400m, from a local parade of shops/ local centre or town centre. Providing communal space on site, both for visitors and staff, supports the provision of high quality care for older people, facilitating visits from friends and family that they value highly. Ensuring adequate facilities for staff will help support them in providing a service. Schemes that can act as community hubs will be of particular interest.

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

Table 8 - Additional modelled demand for Older Persons Housing up to 2036²⁰

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

5.10.7 The London Plan provides annual benchmarks for the delivery of specialist older persons housing. Barnet has been set an indicative benchmark of 275 units per annum for C3 housing, which is the highest of all the London boroughs. The London Plan highlights the increasing need for accommodation suitable for people with dementia and that in delivering specialist older persons housing the Council should have regard to local housing needs information including data on the local type and tenure of demand, and the indicative benchmarks. Sites for such housing need to be well-connected in terms of contributing to an inclusive neighbourhood, having access to relevant facilities, social infrastructure and health care, and being well served by public transport.

5.11 Residential Care Homes

5.11.1 The Council's strategy is to make it easier for residents to plan ahead as they approach old age, and to ensure that those with higher care needs have a non-residential care choice when their own home no longer meets their needs. Extra care housing is seen as a viable alternative in many cases to residential care, allowing residents more independence whilst encouraging community and activities. As set out in the Housing Strategy the Council has identified a need for additional supported housing and is increasing the supply of extra care housing as an alternative to residential care homes, providing a more flexible and affordable approach that can help older people live more independent lives for longer.

- 5.11.2 The Joint Strategic Needs Assessment shows that while the Council has been highly successful in reducing the rate of admission to residential care, the numbers of people living in this type of accommodation remains relatively high within Barnet's local authority comparator group. This is due to the high number of care homes places within the Borough purchased by the NHS, other local authorities and people funding their care privately, many of whom will come from other areas. The Council makes relatively few placements into care homes, with less than 30% of care home places within the Borough purchased by the Council, and some of the lowest rates of admission nationally for both older people and working age adults.
- 5.11.3 Places for people who do not require specialist nursing or dementia care are known as 'mainstream places'. The care home market in Barnet currently consists of 64 registered residential homes and 18 registered nursing homes. Together they provide capacity for over 3,000 people, with the majority of places designed for older people. The current supply of mainstream residential places in Barnet exceeds placements made by the Council. The oversupply of mainstream places is a national issue. The effect of this additional mainstream supply is to increase the potential of cross border purchasing from outside Barnet. This places a greater burden on the Council and local healthcare services.
- 5.11.4 While Barnet has an oversupply of residential care homes, there is an undersupply of homes which support people with complex and nursing needs. This has become more acute in recent years following the departure from the local market of a number of large services, resulting in over 300 fewer nursing places available locally.
- 5.11.5 The Council has concerns about 'mainstream' overprovision and the associated costs for non-local need. It therefore supports the remodelling of such facilities as other forms of provision for older people including 24 hour support for people with more complex needs and higher levels of dependency as well as extra care. Care homes which are redeveloped will be encouraged to provide a spectrum of services, such as co-locating extra care housing with high dependency nursing care.
- 5.11.6 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. In order to help residents live healthy and independent lives the Council provides a range of home and community support services. More than 70 per cent of people with a care package receive some sort of community service (including direct payments, outreach and homecare elements of supported living and extra care).

5.12 Houses in Multiple Occupation (HMO)

- 5.12.1 Houses in Multiple Occupation (HMOs) are properties occupied by unrelated individuals who share basic amenities such as a kitchen or bathroom. The traditional source of HMOs tends to be larger, older single family dwelling houses, located in areas with good access to public transport (in particular bus routes) and local services as well as large single dwelling houses that can be sub-divided into much smaller and more affordable accommodation. Concentrations of HMOs in such locations are often associated with poor standards of accommodation, loss of local character, reduction in environmental quality, increased noise complaints, increased levels of crime and anti-social behaviour, loss of family houses, increased pressures on car parking and local services as well as impact on local retail offer.
- 5.12.2 To better manage these impacts (in particular the supply of HMOs across Barnet), the Council confirmed an Article 4 Direction in 2016 to withdraw permitted development rights for the change of use from dwelling houses (Use Class C3) to small-scale HMO (Use Class C4). Any proposal in Barnet to convert a dwelling to a small or large HMO requires planning permission following confirmation of the Article 4 Direction. Planning use classes are set out in the Town and Country Planning (Use Classes) Order 1987 (as amended). Provisions relating to licensing (including HMOs) are set out in the Housing Act 2004 and related secondary legislation. In accordance with the 2004 Act the Council has agreed minimum standards for HMOs and other homes with shared facilities. These standards set minimum sizes for bedroom, bathroom and kitchen areas, and the minimum facilities that should be provided for occupiers.
- 5.12.3 As part of its approach for managing HMOs the Council in 2016 introduced an Additional Licensing Scheme. This means that the majority of privately rented properties occupied by persons who do not form a single household now require an HMO licence. Licences require the relevant persons to be “Fit and Proper” and impose conditions linked to maintaining minimum standards and ensuring that accommodation is appropriately managed. To ensure that landlords are fully aware of their responsibilities the Council encourages them to acquire formal accreditation through the London Landlord Accreditation Scheme (LLAS).
- 5.12.4 The Council determines HMO Licences in order to protect the health, safety and welfare of the occupying tenants of such residential premises. HMO Licence holders are advised that where planning consent is required for HMO use, they will be responsible for obtaining the necessary permission and that the property licence and conditions do not imply or grant by inference or otherwise, any approval or permission for any other purpose including for planning purposes under the relevant Acts. Where planning issues are identified as part of the HMO Licencing process, the Planning Enforcement Team will investigate the matter and take the appropriate action.

5.12.5 HMOs are an important source of low cost, private sector housing for students, those on low incomes and those seeking temporary accommodation. Many people living in this type of housing will only be able to afford shared accommodation (either with or without housing benefit support). For this reason the conversion of HMO dwellings to self-contained flats will be resisted as this impacts the choice and affordability of housing in the Borough. Applicants for such conversions will be expected to demonstrate the absence of need for this type of accommodation.

5.12.6 An important consideration for determining HMO applications is whether proposals could reduce mix, inclusivity and sustainability of a neighbourhood, for example whether additions to an existing concentration of HMOs could skew the population towards particular groups or lifestyles. The potential harm to nearby residential amenity is also an important consideration, for example from residents congregating in outside areas close to other homes. Where appropriate the Council will seek a planning obligation to protect amenity through an HMO management plan.

5.13 Student Accommodation

5.13.1 London's higher education institutions make a significant contribution to the economy and labour market. Town centres with good public transport connections are considered more appropriate for student accommodation. Developers intending to build new student housing should demonstrate need that links with London's higher educational institutions, in particular local and Central London establishments that are easily accessible by public transport, cycling or walking. This should be secured through a nomination agreement.

5.13.2 Student housing is often associated with a concentration of relatively short term residents who, by reason of their particular social needs and the nature of activity associated with student life create a demand for facilities and services that can have unintended impacts on established communities. However, there is recognition that new, purpose-built student accommodation that is well planned and managed may benefit a community by alleviating local pressures for Houses of Multiple Occupation (HMO's).

5.13.3 Barnet's higher education establishments are located predominantly in the west of the Borough. The Council is working with Middlesex University at the Hendon campus in order to assess the potential of the Council's and University's land-holdings and allow for the regeneration and optimisation of the estate, including increased provision of suitable accommodation to meet the needs of students, ensuring that development contributes to a mixed and balanced neighbourhood. This joint work and the planning approach to be taken forward through The Burroughs and Middlesex University Supplementary Planning Document.

5.13.4 Within Hendon and neighbouring wards there has been a concentration of planning applications for new HMO, placing additional strain on the availability of family housing on the area. In order to ensure positive partnership and cooperation between Middlesex University and the established community the Council encourages the formation of community liaison groups. Such groups can provide the University and all residents with a forum to share information and address concerns about the University campus and activities associated with it.

5.13.5 In considering any proposals for new student accommodation a Student Management Plan will be required to ensure that student needs are addressed, the quality of the surrounding environment is maintained to a high standard and that any negative impacts on the established community are mitigated. The Student Management Plan should act as a code of conduct that the provider will abide by in managing the student housing, and include detailed commitments in relation to the following:

- health and safety standards and procedures;
- security and crime prevention measures and procedures
- maintenance and repairs;
- environmental quality;
- landlord and tenant relationship;
- student welfare;
- advice on access to health care, including first aid and mental health first aid;
- advice on availability of prayer rooms and access to places of worship for different faiths and denominations;
- move in/out strategy for arriving/departing students;
- management of anti-social behaviour and disciplinary procedures;
- arrangements for liaison with occupiers of nearby properties and the wider local community should any disturbance arise from the operation of the student housing; and
- administration and compliance procedures.

5.13.6 All student housing should be accredited under one of the following codes:

- The Universities UK/GuildHE Code of Practice for University Managed Student Accommodation
- The ANUK/Unipol Code of Standards for Larger Residential Developments for Student Accommodation Managed and Controlled by Educational Establishments
- The ANUK/Unipol Code of Standards for Larger Developments for Student Accommodation NOT Managed and Controlled by Educational Establishments

- 5.13.7 Where an alternative use of the student housing is proposed outside term time, the applicant should also submit a draft Non-student Management Plan to mitigate any potential impacts of the non-student use on other occupiers of the development, neighbours and the surrounding area. This should include similar provisions to the Student Management Plan insofar as the provisions are also relevant to the nonstudent use.
- 5.13.8 The London Plan highlights that net non-self-contained accommodation for students and shared living schemes should count towards meeting housing targets on the basis of a 3:1 ratio, with three bedrooms being counted as a single home. Previously one bedroom space equalled one housing unit. Although the proportionate contribution to meeting housing targets will be reduced, such accommodation still has an important role to play in widening housing choice and addressing need.
- 5.13.9 Unlike other low-income households, students are not eligible for welfare payments (such as housing benefit) and would not be allocated affordable housing; therefore, student households are also excluded from the assessment of affordable housing need. The Council will seek to secure through S106 contributions student housing at rent levels which are affordable to the wider student body. London Plan Policy H17 requires at least 35% of bedrooms delivered to be secured as affordable student accommodation, which is defined through the Mayor's Academic Forum.

5.14 **Purpose Built Shared Living Accommodation**

- 5.14.1 Barnet's SHMA highlights that the number of multi-adult households living in the Borough increased by 25% between 2001 and 2011. Whilst this includes HMOs it also includes single people living together as a group and defined as a single household, and individuals with lodgers. Many people living in this type of housing will only be able to afford shared accommodation. The growth of shared households increases pressure on the existing dwelling stock, in particular family homes.
- 5.14.2 Proposals for large-scale purpose-built shared living developments are more likely to come forward as an alternative to sharing a flat or house. Such developments in planning terms are Sui Generis non self-contained market housing. The Council will only support such proposals when it is demonstrated that they meet an identified housing need and it contributes to a safe, strong and cohesive neighbourhood, with no harmful impact on the character and amenities of the surrounding area.
- 5.14.3 A Management Plan must be produced and submitted with the planning application showing how the whole development will be managed and maintained to ensure the continued quality of the accommodation, communal facilities and services, and that it will positively integrate into the surrounding communities. The agreed Management Plan should be secured through a Section 106 agreement. Any such proposal will be assessed in accordance with London Plan Policy H18 Large-scale purpose-built shared living.

Policy HOU04: Specialist Housing – Housing choice for people with social care and health support needs, Houses in Multiple Occupation, Student Accommodation and Purpose Built Shared Living Accommodation

1: Housing Choice for People with social care and health support needs

Proposals for people with social care and health support needs should :

- (a) In meeting an identified need help people to live independently;
- (b) Deliver older persons housing as guided by the London Plan indicative benchmark of 275 new specialist older persons homes per annum and the tenure priorities set out in Table 8;
- (c) Demonstrate that they will not have a harmful impact on the character and amenities of the surrounding area;
- (d) Be within 400m walking distance of local shops and easily accessible by public transport;
- (e) Provide adequate communal facilities including accommodation for essential staff on site;
- (f) Deliver affordable and accessible accommodation in accordance with London Plan policies H4, H5 and D7 Support the remodelling of residential care homes to other forms of special accommodation in order to widen housing choice, support healthy and independent lives and to reduce over supply; and
- (g) ensure that vulnerable residents benefit from housing choice and that additional residential care home provision is only supported when evidence of local need can be demonstrated

2. Houses in Multiple Occupation (HMO)

Proposals for new HMOs must:

- (a) Demonstrate that they meet the requirements of the Additional Licensing Scheme and complies with any relevant standards for Houses in Multiple Occupation;
- (b) Meet an identified need and demonstrate that they do not create a harmful concentration of such a use in the local area;
- (c) Demonstrate that they will not have a harmful impact on the character and amenities of the surrounding area; and
- (d) Be easily accessible by public transport, cycling and walking

3: Student Accommodation

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

- (a) they meet an identified local or strategic need from higher educational establishments (as defined by London Plan Policy H15) within Barnet or Central London that are easily accessible by public transport, cycling or walking;
- (b) they are located within an area, including town centres and main thoroughfares, that are also accessible by public transport, cycling and walking;
- (c) the use of accommodation is secured for students of one or more specified higher education institutions through a nomination

4: Purpose Built Shared Living Accommodation

Any proposals for large-scale shared living accommodation will be expected to demonstrate how they are meeting an identified housing need and contribute to safe, strong and cohesive neighbourhoods. Proposals will be expected to meet all criteria in London Plan Policy H18 Large-scale purpose-

5.15 Efficient Use of Barnet's Housing Stock

- 5.15.1 Barnet is expected to deliver a minimum of 35,460 new homes within the lifetime of the Local Plan. This is one of the most challenging housing targets in London. Ensuring the efficient use of the housing stock, delivering new homes as well as protecting existing ones, is an appropriate approach to meeting this need.
- 5.15.2 It is recognised that there may be specific limited circumstances where the loss of residential uses may be acceptable subject to consideration of how it will be replaced. Changes of use may be permitted where a clear local need can be demonstrated to provide health facilities, a children's nursery or educational use. The Council strongly supports the provision of community uses within Barnet's town centres. This is reflected throughout this Local Plan, particularly within Policies CHW01, TOW01 and TOW02. Therefore, any proposal that involves the replacement of residential units with community uses should be of a small scale and will be considered on its merits having regard to the impact on the amenity of residents, car parking and traffic. In considering such proposals the Council will seek opportunities through appropriate design solutions to re-provide or increase on-site residential floorspace.
- 5.15.3 Long term vacant dwellings (over 6 months) can compromise the supply of homes for people to live in as well as erode community cohesion. The Council investigates why homes are vacant and seeks where possible to bring them back into use. In cases where the owner will not work with the Council the appropriate enforcement action will be taken ranging from service of minor work notices to compulsory purchase.

- 5.15.4 Ensuring that homes are lived in and meeting the Borough's growing housing needs is becoming an increasing problem with the use of dwellings as short-term holiday rentals. Within London, under the terms of the 2015 Deregulation Act, a residential property may only be used as temporary sleeping accommodation (short-term letting) if two conditions are met. These are that the total number of nights that a property is used as a short-term let must not add up to more than 90 nights in a calendar year, without obtaining planning permission. Also at least one of the persons providing the accommodation must be liable to pay Council Tax at the property where the short-term accommodation is provided. Such rentals can cause a significant impact when they are concentrated in specific parts of the Borough. Where infringements can be proven the Council will take appropriate enforcement action against property owners.
- 5.15.5 The Council will work with developers and landowners to identify appropriate sites for meanwhile uses. These meanwhile uses can include temporary housing on land that is awaiting longer term development. Temporary housing can be provided in precision manufactured homes which are capable of being delivered and removed quickly as well as reused on other sites. Such temporary accommodation should not have an unacceptable impact on residential amenity or prevent sites from being redeveloped in a timely fashion. The quality of such homes must meet the policy requirements of the Local Plan.

Policy HOU05 Efficient Use of Barnet's Housing Stock

The Council will ensure the efficient use of Barnet's housing stock in addressing identified housing needs.

1. Loss of residential accommodation will not be permitted unless:
 - a) The proposed use is for a local community facility (children's nursery, educational or health use) where a local need can be clearly demonstrated and demand for the local community facility cannot be met within the Council's preferred locations for such uses (see Policy CHW01) and is not detrimental to residential amenity; or
 - b) The location is no longer viable for residential use; or
 - c) The location involves Estate Renewal and Infill with demolition of housing and estates (see Policy GSS10) which provides for the net replacement of the total residential units; or
 - d) The location is within a Growth Area, Town Centre or Local Centre which provides for the net replacement of the total residential units.
2. The Council will utilise its regulatory powers to reduce the number of vacant dwellings and bring them back into use.
3. The Council will protect housing from permanent conversion to short-stay accommodation.

4. Opportunities for the temporary (meanwhile) use of vacant buildings or land awaiting longer term development for a socially beneficial purpose, are encouraged.

5.16 Meeting other Housing Needs

5.17 Build to Rent

5.17.1 The Local Plan takes a positive approach to Build to Rent as a product that helps to widen housing choice in Barnet. In considering this form of housing the Council's approach will reflect Barnet's distinctive economic position based on rent rather than sales. Build to Rent schemes tend to require a minimum amount of dwellings (of over 50 units) to be attractive to institutional investors.

5.17.2 As part of the Council's plans for Brent Cross delivery of a Build to Rent scheme is supported (see Policy GSS02). Opportunities for Build to Rent, on specific sites with large capacities, have been identified in the Schedule of Proposals (Annex 1) Build to Rent has been highlighted as an appropriate use in its contribution to faster build out rates as well as widening housing choice. The Council will require contributions from Build to Rent proposals to affordable housing in accordance with London Plan Policy H11. This should be in the form of Discounted Market Rent units delivered at a genuinely affordable rent level. Such provision of affordable housing should be in perpetuity.

5.18 Self-Build and Custom Build

5.18.1 The Self Build and Custom Housebuilding Act 2015 widened the ability for people to build or commission their own home. The supply of self and custom build plots is typically very small scale, usually infill between existing dwellings, or in rear gardens. Barnet has a responsibility to allow for the needs of people who want to build their own homes; therefore, persons wanting to either self-build or custom-build their homes will be supported where it accords with the policies in this Local Plan. Since April 2016 the Council has maintained a Self-Build Register to account for those wishing to build their own home.

5.18.2 The 2015 Act requires the Council to have regard to demand for Self Build when undertaking planning functions. Entrants on the Register²¹ represent an exceptionally small proportion of Barnet's objectively assessed housing need. The Council has therefore not allocated any specific sites in the Schedule of Proposals for self-build and custom housebuilding. The Council will keep this under review. The Council will support Neighbourhood Plans that consider identifying appropriate sites for self-build or custom-build.

Policy HOU06 Meeting Other Housing Needs

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

Build to Rent

- a In consideration of Build to Rent schemes as an alternative to traditional built for sale the Council will apply the following criteria:
- i Ensure through imposition of a covenant that homes remain as Build to Rent for a minimum of 15 years post construction;
 - ii All units are self-contained and let separately; and
 - iii There is unified ownership and unified management of the Build to Rent scheme.
- b Requirements for affordable housing will be considered against London Plan Policy H13 Build to Rent.

Self-Build and Custom Housebuilding

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

5.19 Gypsies, Travellers and Travelling Showpeople

- 5.19.1 The West London Gypsy, Traveller and Travelling Showpeople Accommodation Assessment (GTAA) provides a robust and objective assessment of current and future need for accommodation. The GTAA identified no current or future need in Barnet for pitches and plots for Gypsy and Traveller households as well as Travelling Showpeople. The Council acknowledges that insufficient pitch provision can contribute to a rise in unauthorised encampments, with implications for the health and wellbeing of Gypsies, Travellers and Travelling Showpeople, community cohesion and costs for boroughs. As part of the evidence base the Council has a record of unauthorised encampments and will continue to monitor such incidents. Although on the basis of this rigorous assessment and monitoring of unauthorised encampments there is no known need for accommodation in Barnet, the Government's Planning Policy for Traveller Sites (PPTS) suggests the use of a criteria based policy for any unknown households that do provide evidence that they meet the PPTS planning definition. This enables the Council to actively plan for Gypsy and Travellers' accommodation needs, ensuring that new sites are well-connected to social infrastructure, health care, education and public transport facilities, and contribute to a wider, inclusive neighbourhood. The Council will work with the Mayor on a London-wide Gypsy and Traveller accommodation needs assessment.

Policy HOU 07 Gypsies, Travellers and Travelling Showpeople

The Council can demonstrate that there is no objectively assessed need for pitches and plots for Gypsies and Travellers and Travelling Showpeople households.

Any proposals for such accommodation that do come forward will be considered on the basis of ensuring:

- a) Close proximity to a main road and safe access to the site with adequate space on site to allow for the manoeuvring of vehicles.
- b) Reasonable access to local shops and other community facilities, in particular schools and health care.
- c) Scale of the site is in keeping with local context and character.
- d) Appropriate landscaping and planting to address impact on amenity and enable integration of the site with the surrounding environment.
- e) Any use on the site does not have any unacceptable adverse impacts on neighbouring residents.
- f) Appropriate facilities must be provided on-site, including water and waste disposal.
- g) That flood risk and the impacts of climate change are taken into account when assessing the suitability of sites to ensure that residents on these sites are not highly vulnerable to flooding.

6 Chapter 6 - Character, Design and Heritage

6.1 National and Local Plan Policy Context

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

NPPF

Section 12 Achieving Well Designed Places specifically paras 125 to 132.

Section 16 Conserving and enhancing the historic environment specifically paras 189 to 202

London Plan

Policy GG3 Creating a healthy city

Policy D1 London's form and character and capacity for growth

Policy D2 Infrastructure requirements for sustainable densities

Policy D3 Optimising site capacity through design-led approach

Policy D4 Delivering good design

Policy D5 Inclusive design

Policy D6 Housing quality and standards

Policy D7 Accessible housing

Policy D6 Optimising housing density

Policy D8 Public realm

Policy D9 Tall buildings

Policy D10 Basement development

Policy D11 Safety, security and resilience to emergency

Policy D12 Fire safety

Policy D13 Agent of Change

Policy HC1 Heritage Conservation and Growth

Policy HC3 Strategic and Local Views

Policy HC4 London View Management Framework

Policy SI2 Minimising greenhouse gas emissions

Policy SI3 Energy infrastructure

Policy SI7 Reducing waste and supporting the circular economy

Mayor of London - Accessible London: Achieving an inclusive environment SPG

Mayor of London - Character and Context SPG

6.2 Introduction

6.2.1 Delivering well designed safe, sustainable homes and places where people choose to work, rest and stay has never been as important and the emphasis on design to building back better has never been as great. This is reflected in the work of the Building Better Building Beautiful Commission and the radical reforms to the English planning system as proposed in the imaginatively titled White Paper – Planning for the Future, published in August 2020.

6.2.2 As Barnet recovers from COVID19 and the Borough's opportunities for growth are further realised the character of this suburban London borough will inevitably change. An important role for the Local Plan and the suite of SPDs and accompanying design codes that help underpin it, is managing that change and retaining the qualities that attract people to live in Barnet and make it the most family friendly place in London. To create the safe, sustainable and successful places an appropriate balance must be struck which involves new development responding to its context in terms of existing character, appearance and scale.

6.3 **Barnet's Character**

- 6.3.1 Integral to the Council's ambitions for growth is the need to ensure that new development is of high quality and responds to local character. In managing change and retaining the qualities that make the Borough a desirable place to live the Council will support well designed and sympathetic sustainable development.
- 6.3.2 Barnet's Characterisation Study sets out the characteristics, qualities and value of different places within Barnet providing an understanding of the capacity for growth of different places within the Borough. The Study identifies the Borough's different architectural typologies and character areas and the pressures that they face. Many of these areas are suburban and terraced or semi-detached in nature.
- 6.3.3 The Characterisation Study should be used as a tool to help judge the effect of development on character. The Residential Design Guidance SPD provides more specific requirements on development that is suitable for Barnet's distinctive suburban character. Upon adoption of the Local Plan the Council will produce a Sustainable Design Guidance SPD. This SPD will replace two existing SPDs on Residential Design Guidance and Sustainable Design and Construction
- 6.3.4 Barnet's character also derives from the interrelationship that has developed over time between the built form and natural environment. The land now designated as Green Belt and Metropolitan Open Land has influenced the manner in which villages and suburbs have grown and coalesced. The built form of Barnet is more suburban in character; however, in and around the town centres the density of development increases and the architectural form is more diverse.
- 6.3.5 Character can be eroded through small incremental changes to houses such as replacement windows, doors, roofing materials, loss of gardens and trees, as well as larger scale changes such as loft conversions and extensions. This type of development can, over time, have a cumulative impact on local character.
- 6.3.6 The design of new buildings and shopfronts can have a significant impact on the appearance and character of a shopping area or street, particularly where facades and adverts are changed without careful thought. A shopfront may be of traditional or modern design and use a variety of materials, but should relate to the local street scene and observe the principles highlighted in Barnet's Sustainable Design Guidance SPD. New or altered shopfronts should be designed to respect the building of which they are part, as well as any adjoining shopfronts and the general street scene.

6.4 **Promoting High Quality Design**

- 6.4.1 The NPPF highlights the importance of good design in the creation of high quality buildings and places. As part of the planning reforms highlighted in the 2020 White Paper and in response to the Building Better Building Beautiful Commission “Living with Beauty” report the NPPF is being revised and a draft National Model Design Code published. The National Design Code sets out the characteristics of well-designed places and demonstrates what good design means in practice as well as providing detailed guidance on the production of Borough design codes and guides.
- 6.4.2 The Council will not approve designs for new development that is inappropriate to the local context or does not take opportunities to enhance the character and quality of an area. High quality design solutions help to make new places that can make a positive contribution to the existing suburban character. Detailed assessment of the impacts of development proposals will be based on a set of criteria that seek to ensure that the local character and existing context are reflected, to deliver high quality design, accessible buildings and connected spaces that are fit for purpose and meet the needs of local residents. Such criteria will be set out in the Sustainable Design Guidance SPD following adoption of the Local Plan
- 6.4.3 Contemporary design may be appropriate provided it has recognised the local context and responded effectively. Policy CDH01 ensures consistency on design across the Borough by making sure that all developments are underpinned by sustainable good growth with positive development outcomes, in terms of enhancing character, high quality design and appropriate amenity.
- 6.4.4 Good design should promote healthy lifestyles, cohesive neighbourhoods and create buildings that have minimal negative impact on the environment, during construction and beyond to demonstrate high regard for natural assets. Innovative good design will be encouraged, particularly when it can help mitigate negative impacts on the environment with simple solutions.
- 6.4.5 Reducing carbon dioxide (CO₂) emissions and adapting to future climate change are priorities for the Local Plan. All developments need to aim for zero carbon and should represent good quality design that demonstrates high levels of environmental awareness and contributes to climate change mitigation and adaptation.
- 6.4.6 Innovative and good design that can be considered of beauty will be encouraged and promoted in Barnet whilst poor design, that does not utilise opportunities to improve an area’s character and quality, and the way it functions, will not. The Council will expect developers to show how their proposals will achieve high quality inclusive design to ensure an accessible environment, outlining engagement with users in their Design and Access Statements.
- 6.4.7 The Local Plan incorporates the following core good design principles:
- Character: to promote a sense of place by responding to locally distinctive characteristics and patterns of development.

- Continuity and enclosure: to promote places where public and private spaces are clearly defined and building frontages positively contribute to the urban fabric.
- Quality of the public realm: to promote attractive, safe, inclusive public spaces and routes.
- Ease of movement: to create accessible and permeable places that are easy to move through.
- Legibility: promoting recognisable routes, landmarks, wayfinding and entrances.
- Adaptability: promoting buildings and places that can change use easily.
- Diversity: promoting places with variety and choice through mixed uses and building types.

6.5 Design Code for Small Sites

6.5.1 Small sites of infill development (normally below 0.25 hectares) have a significant role in Barnet's housing delivery - ensuring we get the right homes in the right places. The Council will pro-actively support well designed new homes on small sites in order to: 1) significantly increase the contribution of small sites to meeting Barnet's housing needs 2) diversify the sources, locations, type and mix of housing supply 3) support small and medium-sized housebuilders.

6.5.2 Small site development is typified by infill development on vacant or underused brownfield sites in existing residential areas. This type of development often faces a range of planning constraints and often causes considerable concerns to local communities because of its impact on amenity and character. Through the use of a specific Design Code for Small Sites a suite of clear and specific design parameters for development that responds to the context provided by Barnet's Characterisation Study. The Small Sites Design Code will form part of the Sustainable Design Guidance SPD.

6.6 Safety, Security and Design

6.6.1 A well designed environment can help to reduce both the real and perceived risk of crime. The design and layout of buildings, open spaces, roads and footpaths can influence opportunities to commit crime and also affect people's sense of safety and security. Appropriate design and layout of landscaping, planting and lighting can help reduce crime and the fear of crime. Development proposals should be designed to provide safety within the development site and in adjacent areas. Measures to design out crime should be integral to development proposals, adopting Secured by Design. The Council will ensure through conditions on planning consents that Secured by Design is applied.

- 6.6.2 Visual interest on a street can be created by active frontages, entrances, windows and shopfronts, which helps contribute to a sense of security. These frontages can be part of a building, boundary wall or fence or a roller shutter on a shopfront. Larger windows or shopfronts can make a more positive contribution to the vibrancy of frontages. This is most important in town centres, local centres or on major roads where active frontages should be incorporated at street level to contribute to the vibrancy of an area.
- 6.6.3 In line with policies ECY01 and ECY02 emerging proposals with new commercial and employment space should be discussed with the Council at pre-application stage to ensure we are getting new provision in the right locations. This, as highlighted in policies ECY01 and ECY02, will enable the requirements of workspace providers to be considered at the design stage and ensure that commercial space is designed for an end user. The Council will expect all new commercial and employment space to be designed to appropriate floor to ceiling heights and fitted out to a standard that allows for a straightforward occupation for commercial tenants. It will also assist appropriate affordable workspace providers to get involved early at the design stage.

6.7 Residential Space Standards

- 6.7.1 The nationally described space standard is a technical planning standard that takes into account the need for rooms to be able to accommodate a basic set of furniture, fittings, activity and circulation space necessary for effective use. The space standard in Table 9 sets out a comprehensive range of one, two and three storey dwelling types with one to six bedrooms and up to eight bedspaces (as well as studio flats). The London Plan applies the nationally described space standard as a minimum residential space standard for new dwellings. Any changes to the standards in the London Plan will be applied to development in Barnet. The space standards are intended to ensure that all new homes are fit for purpose and offer the potential to be occupied over time by households of all tenures.
- 6.7.2 The Council will require residential development to provide floor areas that meet or exceed the minimum space standards for dwellings of different sizes. These figures are based on minimum Gross Internal floor Area (GIA) and are the minimum requirement for all residential development in Barnet.
- 6.7.3 Conversion of heritage buildings may present particular challenges for minimum space standards. In line with Policy CDH07, any impact on the heritage value will be weighed against the benefit brought from meeting the sustainable design and construction requirements.

Table 9 Minimum residential space standard requirements

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

1. *Where a one person dwelling has a shower room instead of a bathroom, the floor area may be reduced from 39m² to 37m², as shown bracketed.

2. The Gross Internal Area of a dwelling is defined as the total floor space measured between the internal faces of perimeter walls that enclose a dwelling. This includes partitions, structural elements, cupboards, ducts, flights of stairs and voids above stairs. GIA should be measured and denoted in square metres (m²)

3. The nationally described space standard sets a minimum ceiling height of 2.3 metres for at least 75% of the gross internal area of the dwelling. To address the unique heat island effect of London and the distinct density and flatted nature of most of its residential development, a minimum ceiling height of 2.5m for at least 75% of the gross internal area is strongly encouraged so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space.

6.8 National Space Standards

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

- have a gross internal floorspace of at least 37 square metres; or
- comply with the nationally described space standard.

6.9 Internal Layout and Design

- 6.9.1 To ensure that homes are fit for purpose and provide safe and healthy living environments the internal layout of rooms and design of dwellings is an important consideration. Barnet's requirements as set out in Table 10 are consistent with those in the London Plan. Any changes to the standards set out in the London Plan will be applied to development in Barnet. A minimum ceiling height of 2.5m for at least 75% of the dwelling area is required so that new housing is of adequate quality, especially in terms of light, ventilation and sense of space. Dual aspect dwellings are encouraged and where single aspect flats are considered acceptable they should demonstrate that all habitable rooms and the kitchen are capable of providing good ventilation, privacy and daylight and the orientation enhances amenity, including views. COVID19 has highlighted the need for homes to be places for safe working as well as healthy living. New homes should be designed to enable a transition from living to working spaces and allow sufficient flexibility to adapt to the changing needs and circumstances of residents. This includes access to high quality digital communications infrastructure as set out in Policy TRC04.
- 6.9.2 In addition to general internal storage there should be 'dirty'²² storage space for items such as bicycles and buggies, which could be provided as a communal facility for flats. The level of provision as set out in the London Plan is:
- 1m² for flats without private gardens.
 - 2.5m² for houses, bungalows and flats with private gardens for up to four people.
 - 3.0m² for houses, bungalows and flats with private gardens for five or more people.
 - Any changes to the standards set out in the London Plan will be applied to development in Barnet.

Table 10 Internal layout and design requirements

	Development scale
A habitable room is a room within a dwelling – the primary purpose for which is for living, sleeping or dining, including kitchens where total area is more than 13m ² (including fittings), or the dining space if it is divided from the working area by a moveable partition. Rooms exceeding 20m ² will be counted as two.	
Minimum room dimensions and floor areas: Single bedroom: minimum floor area should be 7.5 m ² and is at least 2.15m wide to comply with the nationally described space standard Double/twin bedroom: minimum floor area should be 11.5 m ² and minimum width should be 2.75 m to comply with the nationally described space standard and every other double (or twin) bedroom at least 2.55m wide.	Minor, major and large scale residential
Ceiling heights A minimum ceiling height of 2.5m for at least 75% of the dwelling area. Habitable floorspace in rooms with sloping ceilings is defined as that with 1.5 m or more of ceiling height.	Minor, major and large scale residential
Development proposals should avoid single aspect dwellings that are north facing or exposed to noise exposure categories C & D or contain three or more bedrooms.	Minor, major and large scale residential

6.10 Amenity – Lighting, Privacy, Noise

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

6.10.2 Lighting can also affect amenity by creating light spillage and increasing glare. Proposals involving new lighting should demonstrate that they will not significantly impact on residential amenity. Proposals should seek to minimise any adverse impact of lighting schemes through design or technological solutions or by controlling the hours of use. The visual impact of light fittings should also be considered.

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

6.11 Sustainable Residential Density

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

Policy CDH01 Promoting High Quality Design

a) In order to make the most efficient use of land residential proposals must be developed at an optimum density. A design-led approach to determine capacity should deliver an optimum density. This approach should consider local context, accessibility by walking and cycling and existing and planned public transport as well as the capacity of infrastructure.

b) All new development should be of a high architectural and urban design quality and have regard to the National Model Design Code, Barnet's Sustainable Design Guidance SPD and Design Code for Small Sites. This will ensure the resulting homes and local environment are of a high standard and biodiversity, water management and sustainable drainage measures are incorporated.

The Council will expect development proposals to:

- i. Respond sensitively to the distinctive local character and design, building form, patterns of development, scale, massing, roof form and height of the existing context.
- ii. Use materials of a suitable quality and appearance to respect local character and setting.
- iii. Ensure attractive, safe and, where appropriate, vibrant streets which are designed in accordance with the Healthy Streets Approach, and active frontages that provide visual interest, particularly at street level.

- iv. Adopt Secured by Design to create safe and secure environments that reduce opportunities for crime and help minimise the fear of crime.
- v. Apply the requirements set out in Tables 9 and 10 for the internal layout and design of new homes, in accordance with national residential space standards and the London Plan.
- vi. Allow for adequate daylight, sunlight, privacy and outlook for adjoining and potential occupiers and users.
- vii. Provide accessible outdoor amenity space to comply with Policy CDH05.
- viii. Mitigate noise impacts through design, layout, and insulation in accordance with the Agent of Change principle introduced through London Plan Policy D13

6.12 Sustainable and Inclusive Design

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

6.13 Climate Mitigation and Carbon Reduction

6.13.1 The Council is on a credible path to achieving net zero emissions and helping make London a zero-carbon city by 2050. The Council will abide to the Mayors work around designing for a Circular Economy and use the Mayor's energy hierarchy to help reduce carbon emissions from construction and operation and encourage retention and adaptation of existing buildings wherever practicable as well as encourage opportunities for on-site electricity and heat production, the use of innovative building materials and smart technologies.

6.13.2 Barnet supports the use of Building Research Establishment Environmental Assessment Method (BREEAM), which is used to measure the environmental performance of non-residential buildings. It assesses the following criteria to measure the overall performance of a building:

- **Energy:** The total energy used in the building and the amount of carbon dioxide (CO₂) produced.
- **Management:** Site management and procurement.
- **Health and Wellbeing:** Ensuring that there are adequate levels of day-lighting, sound insulation and air quality to improve the quality of living.
- **Transport:** Proximity of location to local transport facilities.
- **Water:** Consumption both inside and outside the house as well as energy efficient measures.
- **Materials:** The life cycle and impact of materials on the surrounding environment.
- **Waste:** Construction efficiency that will seek to promote better waste management and minimisation of waste materials.
- **Land use:** Size of building footprint as well as the use of the site.

- **Pollution:** Reduction of water and external air pollution emissions.
- **Ecology:** To ensure that there is minimum disruption to wildlife and there is a commitment to conserving and enhancing the site.

6.13.3 BREEAM New Construction and BREEAM (Refurbishment) represent the suite of environmental assessment schemes that are nationally managed by the Building Research Establishment (BRE)²⁵. Policy ECC01 expects all development to be energy-efficient and seek to minimise any wasted heat or power. Major development is expected to be in accordance with the Mayor's Energy Hierarchy to reduce carbon dioxide emissions (in accordance with Part L of the Building Regulations). All major development will be required to demonstrate, through an Energy Statement, compliance with the Mayor's zero carbon targets.

6.13.4 Exceptions to this requirement may be considered in cases concerning the refurbishment of listed buildings and buildings in conservation areas. Applicants will need to balance any harm caused to heritage assets against the wider sustainability benefits in consultation with the conservation and design team. Applicants should justify any exceptions in an Energy Statement.

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

6.14 **Accessibility and Inclusive Design**

6.14.1 Inclusive design is fundamental to improving the quality of life for all Barnet's resident, particularly the disabled and elderly. It is intended to make the built environment safe, accessible and convenient. Good design should reflect the needs of different communities and not impose barriers of any kind. Development proposals should ensure that the needs of people with mobility difficulties, both physical and sensory, are taken into account at an early stage. This includes the public realm and any extensions or refurbishment works to buildings, particularly those used by the general public such as shops and community facilities.

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

6.15 Accessible and Adaptable Dwellings

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

- M4(1) – Category 1 Visitable dwellings.
- M4(2) – Category 2 Accessible and adaptable dwellings.
- M4(3) – Category 3 Wheelchair user dwellings.

6.15.2 Part M of the Building Regulations generally applies to new dwellings only and not to conversions or changes of use. The nationally described space standard also takes into account the spatial implications of providing improved accessibility and adaptability, particularly for older or less mobile people, and is capable of accommodating the requirements of both Category 1 and 2 accessibility standards in Approved Document M of the Building Regulations.

6.16 Wheelchair User Dwellings

6.16.1 Ten per cent of new housing should be designed to allow wheelchair user access that complies with part M4(3) of the Building Regulations. This requirement will therefore be applied to all major²⁴ residential schemes. London Plan Policy T6.1 H (Residential Parking) sets out specific requirements for disabled persons parking bays.

6.16.2 Approach routes, entrances and communal circulations should comply with the requirements of regulation M4(2), unless they also serve wheelchair user dwellings, where they should comply with the requirements of regulation M4(3). Further detail and advice on these implications and design aspects is provided under Standard 11 of the Mayor's Housing SPG, Transport for London Guidance, Planning Practice Guidance and Barnet's suite of design focused Supplementary Planning Documents.

Policy CDH02 Sustainable and Inclusive Design Sustainable Design and Construction

- a) All new development is required to mitigate the impacts of climate change, adopting sustainable technology and design principles in accordance with Policy ECC01.
- b) Major development is required to be net zero-carbon in accordance with the Mayor's Energy Hierarchy, supported by an energy masterplan to identify the most effective energy supply options and utilise energy from waste.

c) Development proposals are required to achieve a minimum BREEAM 'Very Good' rating in accordance with the Sustainable Design Guidance SPD²⁵.

d) Microclimate/Wind and Thermal Conditions are required to be managed in accordance with the Sustainable Design Guidance SPD.

Inclusive Design and Access Standards

e) Development proposals are required to meet the highest standards of accessible and inclusive design. An Inclusive Design Statement is required to ensure that proposals meet the following principles:

- i. can be used safely, easily and with dignity by all;
- ii. are convenient and welcoming with no disabling barriers, so everyone can use them independently without undue effort, separation or special treatment; and
- iii. are designed to incorporate safe and dignified emergency evacuation for all building users

f) All residential development is required to meet Building Regulation M4 (2) 'accessible and adaptable dwellings'.

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

6.17 Public Realm

6.17.1 The public realm is a key aspect of effective design in neighbourhoods and town centres to include all publicly accessible space between buildings. Public realm that is family and young people friendly can also contribute significantly to the health and wellbeing of residents, creating a sense of place that encourages social interaction amongst all age groups and provides opportunity for activity as well as enabling access to facilities such as public toilets and drinking fountains. Good public realm should be uncluttered so that all pedestrians including those that are mobility impaired can use pavements. Town centre public realm strategies will address in more detail the management of obstacles such as: shops which use pavements for displaying goods; advertisement hoardings; and telephone kiosks. There is a need to ensure that charging points for electric vehicles do not add to this list of obstacles. Public realm design should complement the buildings that frame the space to enable good connectivity, security and a variety of use. In terms of proposals that affect public places where crowds may congregate the Council will support the use of the Secured by Design Resilient Design Tool (RDT). Public realm enhancements should be informed by Historic England's 2018 publication 'Streets for All – London' the Mayor's Healthy Streets Approach and Public London Charter and Council's adopted strategies for town centres and public realm design frameworks.

- 6.17.2 Legibility and signposting make an important contribution in understanding and navigating around a place. Where properly planned, executed and managed, advertising can enhance peoples' experience of the public realm. The Council will work with the advertising industry to ensure these benefits are realised. Legible London is a pedestrian signage system that has been installed across London to aid effective way-finding. The uniform nature of these signs is critical to their success, particularly across borough boundaries. The Council's Long Term Transport Strategy encourages the use of pedestrian way-finding signage that is consistent in design and quality to Legible London, enhancing navigation and familiarity with the surroundings.
- 6.17.3 The design of public realm can support a shift to active travel, which with the Mayor's Healthy Street Indicators should form a key consideration when planning new development and integrated public spaces and networks. To help encourage accessibility throughout the day and night, lighting and security are an important to make the area welcoming whilst also minimising light pollution. Public art can help to create a distinctive character, adding visual interest, influencing the use of a space or acting as a focal point for understanding and navigating around a place.
- 6.17.4 For new development that does not include appropriate public realm as part of the scheme, there could be impact on public spaces or networks nearby, that should be considered within proposals. Opportunities to enhance or complement existing public realm will be encouraged by the Council. The Mayor's Public London Charter sets out the rights and responsibilities for users and owners of public spaces, regardless of whether they are public or private.

Policy CDH03 Public Realm

Development proposals should:

- a) Relate to the local and historic context and incorporate high quality design, landscaping, planting, street furniture and surfaces, including green infrastructure and sustainable drainage provision.
- b) Be designed to meet Healthy Street Indicators, promote active travel and discourage car usage, with avoidance of barriers to movement and consideration given to desire lines.
- c) Provide a safe and secure family and young people friendly environment for a variety of appropriate uses, including meanwhile uses and open street events.
- d) Utilise the Secured by Design Resilient Design Tool for places where crowds may congregate.
- e) Consider the relationship between building design and the public realm to enhance amenity value, vibrancy and natural surveillance.
- f) Ensure appropriate management of publicly accessible private space in accordance with the Public London Charter, Council town centre strategies and public realm design frameworks.
- g) Incorporate high quality public art (where appropriate).
- h) Ensure that way-finding pedestrian signage is sensitively located and consistent with Legible London.

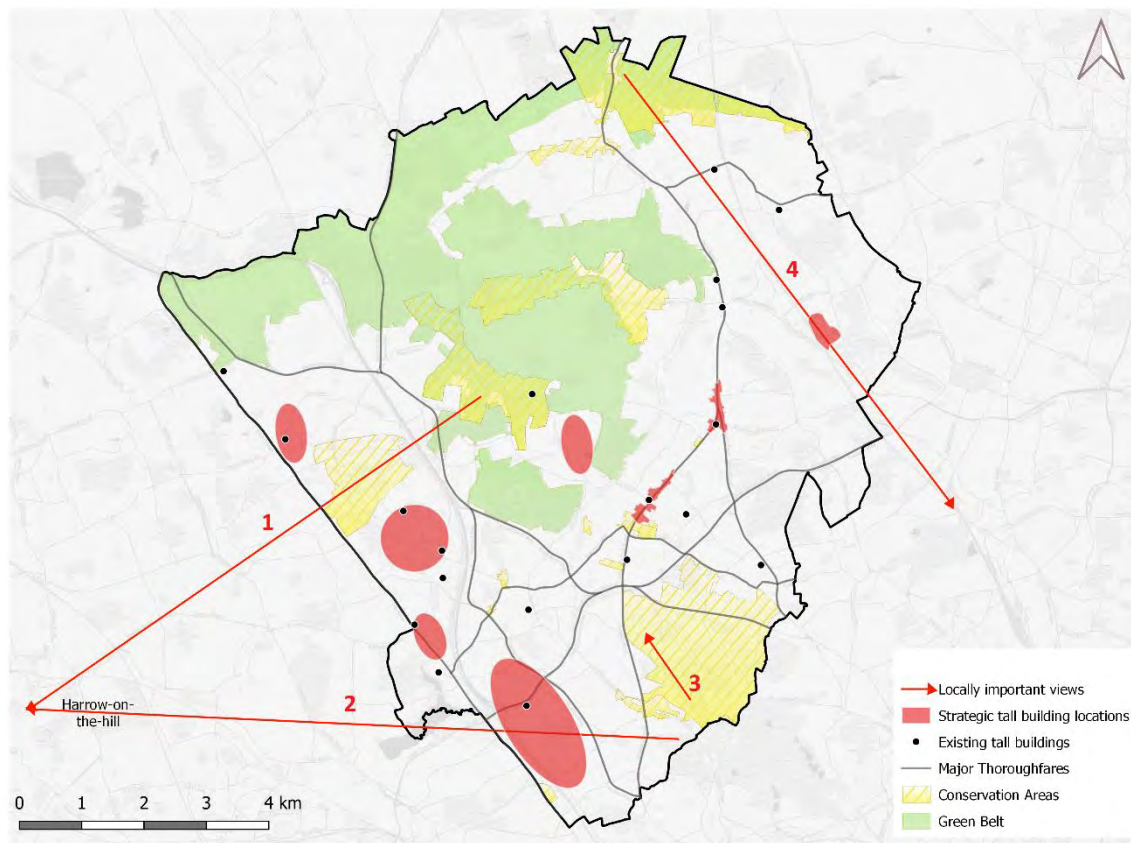
6.18 Tall Buildings

- 6.18.1 The predominant and largely residential suburban character of Barnet is two or three storeys. However, as the Borough changes over the next fifteen years certain locations will evolve a different local character as tall and medium rise buildings are expected play a greater part in new development.
- 6.18.2 Tall buildings can form part of a strategic approach to optimising the capacity of sites through comprehensive redevelopment. Such sites must be well-connected by public transport and have good access to services and amenities. As part of a placemaking strategy they can help to emphasise the character of a place as a centre of activity. Tall buildings that are of exemplary architectural quality can make a positive contribution to Barnet and become a valued part of the identity of places such as Brent Cross and Colindale as well as Growth Areas and Town Centres such as Cricklewood, Edgware, Finchley Central and North Finchley and along historic routes such as the Edgware Road (A5) and the Great North Road (A1000)
- 6.18.3 While tall buildings offer the opportunity for intensive use, their siting and design should be carefully considered so not to detract from the nature of surrounding places and the quality of life for those living and working around them. A design-led approach is essential to determine the most appropriate form of development that responds to existing context and capacity for growth, with due consideration to existing and planned supporting infrastructure. Due to their potential impact, development proposals that include tall buildings will need to demonstrate compliance with Policy CDH04 as well as the requirements listed in the London Plan Tall Buildings policy D9 which emphasises that proposals for tall buildings should address the visual, functional and environmental impacts of such structures. Regard should also be made to Historic England's guidance on tall buildings²⁶. Proposals for tall buildings of more than 30 metres in height (equivalent to 9 storeys will be referred to the Mayor of London).
- 6.18.4 The London Plan requires Development Plans to define, based on local context, what is considered a tall building for specific localities. Barnet through the 2012 Local Plan established it's definition of a tall building as a structure having a height of 8 storeys or more (equivalent to 26 metres or more above ground level). This is on the basis that a storey is generally 3 to 3.25 metres in height. The 2012 Local Plan also identified strategic locations where tall buildings may be appropriate.

- 6.18.5 Barnet's Tall Buildings Study Update informs Barnet's Local Plan, providing detailed contextual and spatial analysis to establish a design-led approach to future development of tall buildings in the Borough. It investigates the potential opportunity for development of tall buildings, considering existing and approved development to identify suitable locations and heights in these areas. The Update provides the basis for identifying strategic locations where proposals for tall buildings may be appropriate. These locations include Opportunity Areas such as Brent Cross-Cricklewood and Colindale as well as town centres and major thoroughfares which have a long established association with buildings of 8 storeys or more. The Update provides a contextual and spatial analysis of the A5 and A1000 corridors as well as Finchley Central Town Centre covering all (with the exception of New Southgate Opportunity Area) the identified strategic locations and sets the basis for a design led approach covering parameters, scale and height that will be established through a Supplementary Planning Document on Building Heights. Within the New Southgate Opportunity Area the Council will consider bringing forward a joint area planning framework with LB Enfield and LB Haringey. Consideration of the parameters for tall buildings in New Southgate will be a key feature of the area planning framework.
- 6.18.6 Since the definition of a Tall Building was established in the 2012 Local Plan new buildings of height have been developed within the Borough's identified strategic locations. This reflects a rising trend in Outer London with tall building development a consequence of estate regeneration programmes, increasing housing targets and comparatively lower land values in the suburbs. Reflecting the increase in the development of tall buildings within Barnet, notably around Colindale and West Hendon, since 2012 there is a need to recognise local variation and application so as to positively assist delivering tall buildings in the right place and at appropriate height. In addition, the London Plan expects boroughs as part of a plan led approach to determine the maximum acceptable height of tall buildings (London Plan para 3.9.2). An additional definition of a Very Tall Building set at 15 storeys or more (45 metres or more above ground level) has been introduced
- 6.18.7 Very Tall Buildings will not be permitted in the strategic locations identified in Policy CDH04 unless exceptional circumstances can be demonstrated. Such circumstances can include appropriate siting within an Opportunity Area or Growth Area. Opportunity Areas are designated within the London Plan as the capital's principal opportunities for accommodating large scale development on the basis of Area Frameworks that set parameters for development proposals in the area. Opportunity Areas are areas of extensive change while Growth Areas are distinctive locations with good public transport accessibility. They have a supply of brownfield and underused land and buildings that offer opportunities for inward investment. Growth Areas, together with the District Town Centres, provide identified developable and deliverable sites with substantial capacity for new homes, jobs and infrastructure. Each strategic location identified in Policy CDH04 is subject to more detailed policy in the Chapter on Growth and Spatial Strategy.

- 6.18.8 Proposals for tall buildings should use the Barnet Characterisation Study as a starting point for a 360° appraisal of the impact of the design of all buildings of height on their surrounding area. The Council will work with the Mayor to utilise 3D virtual reality digital modelling to help assess tall building proposals and aid public consultation and engagement. 3D virtual reality modelling can be used to help assess cumulative impacts of developments, particularly those permitted but not yet completed. Proposals should reinforce the spatial hierarchy of the local and wider context and aid legibility and wayfinding. Varying heights, proportion, silhouette and facing materials at the design stage will help assess how to lessen any negative impacts including light pollution, reflected glare. Architectural quality and materials of an exemplary standard should ensure that the appearance and architectural integrity of the building is maintained through its lifespan. London Plan policy D9 – Tall Buildings sets out further considerations on the functional impact including ensuring the safety of occupants and surrounding areas through internal and external design as well as servicing, maintenance and building management arrangements which should be considered at the start of the design process. In terms of environmental impacts wind, daylight, sunlight penetration and temperature conditions must be carefully considered and air movement affected by the building(s) should support the effective dispersion of pollutants and not detract from the comfort and enjoyment of open spaces around the building. Mitigation measures should be identified and designed into the building as integral features from the outset to avoid retro-fitting.
- 6.18.9 Policy GSS09 highlights residential led mixed-use opportunities for design-led infill development on the major thoroughfares of Barnet as shown on the Key Diagram. Although there has been a loss of original residential character along these routes there is an opportunity for infill development including Tall Buildings (where appropriately located on Edgware Road (A5) and Great North Road (A1000)) to have a positive impact on the environment of the thoroughfare. It is imperative that such design-led proposals should relate to the suburban streets behind the thoroughfare. The loss of original character together with good public transport accessibility has contributed to the promotion of such thoroughfares for higher density development. There is also a desire to better manage the development proposals that are coming forward in such locations.
- 6.18.10 High density development can be delivered through well designed compact development that does not necessarily have to be a tall building. Tall buildings generally cost more to construct per unit of floor area than low or medium rise buildings, have longer build out times and are also considered less sustainable overall due to environmental effects and higher energy requirements. While tall buildings offer the opportunity for more intensive use, it is essential that proposals occur in the most suitable and sustainable locations that can protect and enhance the existing character and townscape of the Borough.

Map 4 – Locally important views



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6.18.11 New tall buildings should positively contribute to the character of the area. Proposals should take account of, and avoid harm to, the significance of Barnet's and neighbouring boroughs heritage assets and their settings. Proposals resulting in harm will require clear and convincing justification, demonstrating that alternatives have been explored and that there are tangible public benefits derived that outweigh that harm. Riverside locations are often an attractive choice for developments with tall buildings offering views over the landscape and river. However, if tall buildings are located too close to a watercourse they can cause overshadowing, create wind corridors and introduce artificial light spill which can disrupt vegetation growth and the attractiveness of the river corridor area as habitat or migratory/foraging routes for wildlife, such as bats, insects and birds. In order to avoid such impacts taller buildings should be to be set back further, more than 10 metres, to provide a substantial buffer zone adjacent to the river, and to preserve and enhance the river corridor area.

- 6.18.12 The Council requires that visual impact is addressed in terms of long range views from the top of the building, mid-range views from the surrounding neighbourhood and intermediate views from the surrounding streets. Map 4 shows locally important views, conservation areas in the Borough, Green Belt / MOL and the location of existing tall buildings together with the strategic locations (including Opportunity Areas) identified for tall buildings. The Council will seek to ensure that development is compatible with such views in terms of setting, scale and massing. Proposals for buildings of height that the Council considers cause harm to these views will be resisted.

Policy CDH04 Tall Buildings

a. Tall buildings (8 to 14 storeys (26 to 46 metres above above ground level)) may be appropriate in the following strategic locations:

- Brent Cross Growth (Opportunity) Area (Policy GSS02);
- Brent Cross West Growth (Opportunity) Area (Policy GSS03);
- Colindale Growth (Opportunity) Area including Grahame Park Estate (Policy GSS06);
- Cricklewood Growth (Opportunity) Area (Policy GSS04);
- Edgware Growth Area (Policy GSS05);
- West Hendon Estate (Policy GSS10);
- New Southgate Opportunity Area²⁷ (Policy GSS09);
- Major Thoroughfares - Edgware Road (A5) and Great North Road (A1000) (Policy GSS11); and the
- Town Centres of Finchley Central and North Finchley (Policy GSS08)

b) Tall buildings of 15 storeys or more ('Very Tall') will not be permitted unless exceptional circumstances can be demonstrated, such as appropriate siting within an Opportunity Area or Growth Area.

c) Any proposal for a 'Very Tall' building must have a legible and coherent role, integrating effectively to its location in compliance with part d)

d) The Council will produce SPD on Building Heights which will set out, within the identified strategic locations, the parameters for tall and very tall buildings.

e) Proposals for Tall and Very Buildings will be assessed in accordance with the visual, functional, environmental and cumulative impacts set out in London Plan Policy D9 – Tall Buildings. Particular attention will be given to assessing the following:

i. how the building relates to its surroundings, both in terms of how the top affects the skyline and how its base fits in with the streetscape, and integrates within the existing urban fabric, contributing to pedestrian permeability and providing an active street frontage where appropriate,

ii. how the building responds to topography, with no adverse impact on longer range Locally Important Views (as shown in Map 4), as well as mid-range and intermediate views

iii. the buildings contribution to the character of the area. Proposals should take account of, and avoid harm to, the significance of Barnet's and neighbouring boroughs heritage assets and their settings.

iv. the relationship between the building and the surrounding public realm, ensuring that the potential microclimatic impact does not adversely affect levels of comfort, including wind, daylight, temperature and pollution

v. the relationship between the building and the natural environment, including public open spaces and river corridors Taller elements should be set back from any rivers and water courses and designed so as not to cause harm to the wildlife, including directing artificial light away from the river corridor.

vi. buildings should not interfere with digital connectivity in compliance with Policy TRC04 nor have a possible negative impact on solar energy generation on adjoining buildings

Proposals for tall and very tall buildings will need to provide evidence of how they have complied with the criteria in this policy as well as the London Plan Policy D9 and Historic England guidance on tall buildings.

Proposals for redevelopment or refurbishment of existing tall buildings will be required to make a positive contribution to the townscape.

Proposals should be of an exemplary standard in architectural quality and materials to ensure the appearance and architectural integrity of the building is maintained

Barnet's definition of a Tall Building and identification of strategic locations where tall buildings may be appropriate does not mean that all buildings up to 8 storeys or to a height of 26 metres are acceptable in these locations or elsewhere in the Borough. Such proposals will be assessed in the context of other planning policies, in particular Policy CDH01 – Promoting High Quality Design, to ensure that they are appropriate for their location and do not lead to unacceptable impacts on the local area

6.19 Extensions

6.19.1 Most development in Barnet involves the replacement, extension or conversion of existing buildings. The majority of this development is on residential properties.

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

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

Policy CDH05 Extensions

Proposals for extensions should follow good design principles in accordance with Barnet's suite of design focused SPDs. Measures such as green roofs and small scale renewable energy infrastructure that improve the sustainability of buildings will be encouraged.

Extensions to properties should:

- a) Complement the character of the existing building, particularly in terms of scale, style, form and materials.
- b) Be subordinate to the existing building in terms of size, scale or and height and in the case of upward extensions of tall buildings, comply with Policy CDH04.
- c) Incorporate a roof profile and materials sympathetic to the existing property.
- d) Maintain an acceptable outlook and adequate spacing between any surrounding buildings.
- e) Retain satisfactory amenity space.
- f) Avoid adverse impacts on the sunlight/daylight to neighbouring properties.
- g) Maintain or improve the appearance of the locality or street scene.
- h) Respect the privacy of surrounding residents, having regard to the position of windows, layout/use of rooms, any changes in land levels, floor levels and boundary treatment.
- i) Not result in a significant cumulative impact on the environmental quality of the area.
- j) Improve energy efficiency and incorporates renewable sources of energy.
- k) Extensions to existing properties should not result in amenity space provision falling below the standards set out in Table 11.

6.20 Basements

6.20.1 Basement development, or extensions that go beyond permitted development rights, and which involve excavation of land, helps create additional space for homes. However, the excavation involved in basement development can have implications for ground water conditions leading to ground instability and/or increased flood risk and water table problems for the roots of existing well established trees.

6.20.2 Policy CDH06 refers to basement development that also includes lightwells or basement light shafts, and other underground development at or below ground level. When it refers to garden space this includes unbuilt, private open space on the property which includes grassed and landscaped areas, paving and driveways. Policies relating to design, heritage, flood risk and open space are also relevant to basement development and will be taken into account when considering such schemes. Policy CDH06 highlights the importance of taking account of context and local character in the design of basement development. Basements should not impact on the character of the surrounding area or cause harm to the established garden, open area, nearby trees. There should be no significant adverse impact caused to the amenity of neighbouring properties.

Policy CDH06 Basements

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

Basement proposals to properties should:

- a) Ensure that tree roots on or adjoining the site are not damaged;
- b) Ensure that not more than 50% of the amenity space (garden or front court yard) is removed;
- c) Have no demonstrable adverse impact on neighbouring ground water conditions.
- d) Be subordinate to the property being extended and respect its original design, character and proportions for any visible aspects of the extension;
- e) Ensure railings, grilles and other light-well treatments avoid creating visual clutter and detracting from an existing frontage or boundary wall, or obscuring front windows;
- f) Be able to function properly for the purpose intended, with rooms of an adequate size and shape receiving natural lighting and ventilation. All habitable rooms within basement accommodation should have minimum headroom of 2.5 metres;
- g) Consider impact of forecourt parking on light to basement windows; and
- h) Not be located in Flood Zone 3B.

6.21 Amenity Space and Landscaping

6.21.1 Outdoor amenity space is highly valued to help protect and improve the living standards of residents enabling them to engage with the locale as well as contribute to maintaining and enhancing the wider character of the Borough. Minimum private open space standards, as set out in Table 11 have been established in the same way as the internal space standards (as set out in Table 9), by considering the spaces required for furniture, access and activities in relation to the number of occupants. The resultant space should be of practical shape and utility and care should be taken to ensure that the space offers good amenity. This space does not count towards the Gross Internal Area (GIA) used in calculating internal space standard.

6.21.2 Residential units with insufficient garden or amenity space are unlikely to provide good living conditions for future occupiers. For houses, amenity space should be provided in the form of individual rear gardens. For flats, options may include provision of communal spaces around buildings, on roofs, balconies or winter gardens. Within town centres there may be a requirement for wider contributions to an improved public realm.

6.21.3 Amenity space for new development should meet the standards set out in Table 11. In tall buildings, where site constraints make it difficult to provide private outdoor open space that offers good amenity for all units, additional internal living space that is equivalent to the area of the private open space requirement will be expected as an integral part of the design. This additional space must be added to the minimum GIA internal space standard. Where the standards cannot be met and an innovative design solution is not possible the Council will seek a Planning Obligation. Barnet's Planning Obligations SPD sets out the S106 criteria requirements for open spaces. These contributions are separate from and in addition to any contribution that is required where a development is located in an area of open space deficiency. Similarly, residential development in areas of playspace deficiency as well as those in areas with sufficient playspace will normally be expected to make a contribution either on site or financially for playspace. Further information on areas of open space and playspace deficiency in Barnet and is set out in the Planning Obligations SPD.

Table 11 Outdoor amenity space requirements

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

6.21.4 Outdoor amenity space should be designed to cater for all household needs including those of the elderly, young children and families. The space should be accessible for wheelchair users and should also facilitate use for disabled people in terms of paving, lighting and layout. It is important to distinguish boundaries between public, private and communal areas in order to identify who will take responsibility for the maintenance and security of private and semi-private areas. Further guidance is set out in Barnet's suite of design focused SPDs.

6.21.5 Children's play spaces should also be provided in all new residential development containing flatted schemes with the potential occupancy of 10 or more child bedspaces, as set out in the Mayor's SPG Shaping Neighbourhoods: Play and Informal Recreation. Play spaces should provide a stimulating environment and form an integral part of the surrounding neighbourhood, overlooked for natural surveillance and with safety and security in mind. Residential development will normally be expected to make a contribution either on site or financially for play space.

6.22 Landscaping, Trees and Gardens

6.22.1 High quality landscape design can help to create spaces that provide attractive settings for both new and existing buildings, enhancing the integration of a development into the established character of an area. Hard and soft landscaping proposals should make a positive contribution to the character and appearance of the site and the surrounding area, maximising urban greening where possible.

6.22.2 Landscaping of development sites should be included as an integral part of a proposal at an early stage and approved before work on site commences. Careful consideration should be given to the existing character of a site, its topography and how features such as planting, trees, surface treatments, furniture, lighting, walls, fences and other structures are to be designed and used effectively. More detailed advice about the use of landscaping is provided in Barnet's suite of design focused SPDs together with the Green Infrastructure SPD

6.22.3 The Council will seek to retain existing wildlife habitats such as trees, shrubs, ponds and hedges wherever possible. Where trees are located on or adjacent to a site the Council will require a tree survey to accompany planning applications indicating the location, species, size and condition of trees. Trees should be retained wherever possible and any removal will need to be justified in the survey. Where removal of trees and other habitat can be justified, appropriate replacement should consider both habitat creation and amenity value.

6.22.4 The NPPF and London Plan require development to provide a net biodiversity gain of at least 10%²⁸. To demonstrate that the development is providing a positive contribution to biodiversity a development must meet the requirements of Policy ECC06.

6.22.5 Trees make an important contribution to the character and appearance of the Borough as well as reducing surface water run-off, improving air quality and benefits for wellbeing. Trees that are healthy and are of high amenity value can be protected by a Tree Preservation Order (TPO) under the Town and Country Planning Act 1990. Further detail is provided in the Green Infrastructure SPD.

6.22.6 Sustainable Urban Drainage Systems (SUDS) aim to use drainage methods which mimic the natural environment. Swales are linear vegetated drainage features in which surface water can be stored or conveyed. They provide a good example of SUDS which can be incorporated into landscaping. Further guidance on SUDS is set out in Barnet's suite of design focused SPDs

6.22.7 Gardens make a significant contribution to local character, enhancing biodiversity, landscaping including trees, tranquillity, sense of space and the setting of buildings. Front gardens also support local character, visually enhance suburban residential streetscape and environmentally friendly local character. Garden development that is considered to be detrimental to local character, such as large extensions or infill will be refused. Further guidance on managing the impact of development on gardens is set out in Barnet's suite of design focused SPDs

Policy CDH07 Amenity Space and Landscaping

a) Development proposals should as a minimum provide:

i. Amenity space standards as set out in Table 11.

ii. Play spaces in accordance with the London Plan and the Mayor's SPG on Shaping Neighbourhoods – Play and Informal Recreation.

iii. Where amenity space does not meet the standards in (i) or (ii) contributions to off-site provision will be expected.

b) Development proposals to include hard and soft landscaping must ensure that:

i. Design and layout is sympathetic to the local character, whilst providing effective amenity and access with minimal visual impact, with particular regard to parking areas.

ii. Hardstandings should contribute positively to the streetscene, maintaining a balance between hard and soft landscaping, with opportunities taken to add wild gardens supported where possible.

iii. Provision is made for an appropriate level of new and existing wildlife habitat including tree and shrub planting to enhance biodiversity. There is no net loss of wildlife habitat and that there is a biodiversity net gain of at least 10%, either within the development site or off site and in accordance with Policy ECC06.

iv. Existing trees and their root systems are safeguarded, or replaced if necessary with suitable size and species of tree.

v. Provision is made for Sustainable Urban Drainage Systems.

6.23 **Barnet's Heritage**

6.23.1 The Council takes a positive approach to the conservation and enhancement of the historic environment and recognises the wide benefits it can bring to the local economy, character, and distinctiveness of the Borough. Barnet's historic environment significantly contributes to the Borough and its sense of place and therefore all new development should respect the character and distinctiveness of Barnet's historic environment. The historic environment is reflected in the designation of 16 conservation areas, the majority of which are supported by conservation area character appraisals. Barnet has over 650 statutory listed building entries on the National Heritage List. The Borough has 5 Registered Parks and Gardens on Historic England's Register of Parks and Gardens. The Borough also has London's only Registered Historic Battlefield, the site of the Battle of Barnet (1471), which is of national significance and lies to the north of Chipping Barnet. There are also two Scheduled Monuments, at Brockley Hill in Edgwarebury and at the Manor House in Finchley, five pre-historic, four Roman and thirty medieval sites containing archaeological remains of more than local importance. These have been grouped into nineteen 'Local Archaeological Priority Areas' as shown on the Policies Map. In addition to these heritage assets the Council maintains a Local Heritage List consisting of over 1200 non-designated heritage assets.

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

6.24 **Heritage assets**

6.24.1 The Council will not permit harm to a designated heritage asset unless the public benefits, which can include heritage benefits, of the proposal outweigh the harm. More detailed guidance on public benefits is set out in National Planning Practice Guidance. Harm to or loss of a designated heritage asset requires clear and convincing justification. In determining applications affecting heritage assets the Council will take into consideration the scale of the harm and the significance of the asset.

6.25 Conservation areas

- 6.25.1 The Council has adopted a series of conservation area character appraisals which serve as a material consideration when assessing planning applications for development in conservation areas. The Council will manage changes in a way that ensures the distinctive characters of conservation areas is retained and new development makes a positive contribution to the conservation areas in particular that it preserves or enhances the special character or appearance of that area. The character of a conservation areas derives from a combination of factors such as built form and scale of its historic buildings and density, the pattern of development, the overall landscape including the topography and open space. In addition, characteristic materials, architectural detail and historic uses are significant. The design of new development should identify and respond to such elements. Design and Access Statements must include an assessment of the historic local context and character and clarify how new proposals have been informed by it and respond to it.
- 6.25.2 Barnet's conservation areas can also be impacted by development outside of the conservation area but may be visible from within it. This can include high or bulky buildings, which can have a detrimental impact on areas that may be some distance away, as well as development that may be sit alongside a conservation area. The Council will oppose development outside conservation areas, including in neighbouring boroughs, that it considers could cause harm to the character, appearance or setting of any conservation area.
- 6.25.3 The loss of traditional uses can erode the character of an area. It is essential therefore that traditional uses are not displaced by redevelopment proposals for change of use. Public houses and local shops are of particular importance to the character of conservation areas especially when they are traditionally located in historic buildings. The Council will seek to protect traditional uses of buildings where viable.
- 6.25.4 When considering applications for demolition of buildings that are locally listed or are considered to make a positive contribution, the Council will take into account the significance of the building and its contribution to the conservation area. The Council will resist the total or substantial demolition of such buildings, including proposals for facadism, unless significant public benefits, which should include heritage benefits, are shown that outweigh the case for retention. Applicants will be required to have regard to National and Local Plan policies and any other relevant supplementary guidance produced by the Council in order to justify the demolition of a building that is considered to make a positive contribution to a conservation area. All planning applications proposing total or substantial demolition within conservation areas must clearly demonstrate that effective measures will be taken to ensure the structural stability of all retained fabric during demolition and re- building. The Council must be satisfied that any approved development will proceed within an agreed timespan.

- 6.25.5 The loss of historic architectural details can erode the character and appearance of a conservation area. Proposals for alterations should be undertaken in materials matching that of the original. Where traditional architectural features have been lost, re-instatement of such elements will be considered provided sufficient evidence exists for an accurate replacement.
- 6.25.6 The use of Article 4 Directions to remove permitted development rights will be considered where the character and appearance of a conservation area is considered to be under threat by the loss or alteration of traditional architectural details.
- 6.25.7 Gardens, trees and green spaces make an important contribution to the character and appearance of Barnet's conservation areas. Proposals which cause the loss of trees or garden space, such as conversion of front gardens to hardstanding will be refused where such proposals are considered to cause harm to the character and appearance of a conservation area.

6.26 **Statutory Listed buildings**

- 6.26.1 Barnet's statutory listed buildings and structures make a significant contribution to the Borough's architectural legacy. They provide places for people to live and work in, are often cherished local landmarks, some of which contribute to their local areas as visitor attractions and make important and valued contributions to the appearance of the Borough. The Borough has a duty to preserve such assets for both present and future generations and such buildings will be protected under such policies as set out in the NPPF.
- 6.26.2 Consent is required for any alterations, including some repairs, which would affect the special interest of a statutory listed building and the Council will exercise their duty when considering proposals for all external and internal works that would affect the special architectural or historic interest of these assets.
- 6.26.3 The setting of a listed building is not fixed and may change as the asset and its surroundings evolve. The setting itself is not designated and its importance depends entirely on the contribution it makes to the significance of the heritage asset or its appreciation. New development can impact on the setting of listed buildings and any adverse impact should be avoided. Historic England has produced guidance on managing change within the setting of heritage assets and proposals will be expected to be in line with this guidance.

6.27 **Energy Efficiency and Historic Buildings**

6.27.1 Whilst the Council recognise that historic buildings, including those in conservation areas, can be sensitively adapted to improve their energy efficiency and respond to the issue of climate change proposals to improve the energy efficiency of statutory listed buildings must be able to clearly demonstrate that they will not cause harm to the special architectural and historic interest of the building or group to which it belongs. When assessing applications for improving the energy efficiency of historic buildings the Council will weigh the public benefits up against the possible harm that such proposals may have to the significance of the building. Guidance on the thermal improvements of historic buildings can be found on the Historic England website

6.28 Archaeological Priority Areas

6.28.1 Archaeological remains, above and below ground level, and Scheduled Monuments, are important surviving evidence of Barnet's past and once removed are lost forever. Due to the long history of human habitation across Barnet there are archaeological sites and areas, that are designated, undesignated and yet to be discovered; therefore all applications that have the potential to impact archaeological heritage assets should be supported by an archaeological desk based assessment. The aim of the assessment is to identify the scale and significance of the archaeological impact. An archaeological field evaluation may also be necessary. The Council will consult with Historic England and the Greater London Archaeology Advisory Service (GLAAS) on the implications of development proposals in Archaeological Priority Areas. GLAAS holds further information on archaeological sites in Barnet. When considering proposals which have the potential to impact on archaeological remains, the Council will have regard to the NPPF. It may also be appropriate for Hendon and District Archaeology Society (HADAS) to be consulted.

6.29 Registered Parks and Gardens

6.29.1 Barnet has five Registered Parks and Gardens

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

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

6.30 Scheduled Monuments

6.30.1 Barnet has two Scheduled Monuments, at Brockley Hill in Edgwarebury and at Manor House in Finchley. Scheduled Monument consent must be obtained from the Secretary of State for Digital, Culture, Media and Sport with applications made to Historic England before any alterations are made to them.

6.31 Registered Battlefield

6.31.1 Barnet also has London's only Registered Historic Battlefield, the site of the Battle of Barnet (1471), which is of national significance and lies to the north of Chipping Barnet. The Growth Strategy highlights that the Council wants to promote such assets in order to increase visitor expenditure. The Battlefield together with the Registered Parks and Gardens within the Borough are landscapes of special historic interest.

6.32 Heritage at Risk

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

6.33 Local Heritage List

6.33.1 Barnet has many historic, locally significant buildings which make a positive contribution to the distinctiveness of local areas, including conservation areas. The NPPF identifies such buildings and structures as non-designated heritage assets. Barnet has a Local Heritage List which identifies buildings of historic or architectural interest. The Council may identify any potential non-designated heritage asset when considering development proposals. In considering applications that affect these non-designated heritage assets, the Council will have regard to the significance of the asset and the scale of any harm or loss. There is a presumption in favour of retaining all Locally Listed Buildings as well as any building which makes a positive contribution to the character or appearance of a Conservation Area. The Council will need to be satisfied that all efforts have been made to continue the present use or to find compatible alternative uses before considering demolition as a viable option, including marketing the property for the sole purpose of its ongoing use. In line with the NPPF a deteriorated condition as a result of deliberate neglect or damage to a heritage asset will not be a factor considered in any decision. The LPA will assess proposals for demolition by taking into consideration both the condition of the existing building (particularly if it is beyond repair and its continued use is unviable) and the merits of the alternative proposals for the site

Table 12 - Barnet's Heritage Assets

Listed Buildings	651 entries
Battlefield Site	Battle of Barnet 1471
Registered Parks and Gardens	5 registered historic parks and gardens; St Marylebone Cemetery, Avenue House Garden, Golders Green Crematorium, St Pancras Cemetery and Hoop Lane Jewish Cemetery.
Scheduled Monuments	Brockley Hill Romano – British Pottery, Edgware Manor House Moated Site, East End Road, Finchley
Archaeological Priority Areas	<ol style="list-style-type: none"> 1. Barnet Gate and Totteridge Fields 2. Burnt Oak 3. Child's Hill 4. Chipping Barnet 5. Cophall 6. Cricklewood 7. East Barnet 8. East Finchley 9. Edgware 10. Edgwarebury and Scratchwood 11. Finchley 12. Friern Barnet 13. Galley Lane 14. Halliwick Manor House 15. Hendon 16. Mill Hill 17. Monken Hadley Common 18. Totteridge and Whetstone 19. Watling Street.
Conservation Areas	<ol style="list-style-type: none"> 1. The Burroughs, Hendon, 1983 2. Church End, Finchley, 1979 3. Church End, Hendon, 1983 4. College Farm, Finchley, 1989 5. Cricklewood Railway Terraces, 1998 6. Finchley Garden Village, 1978 7. Golders Green Town Centre, 1998 8. Hampstead Garden Suburb, 1968 9. Hampstead Village (Heath Passage), 1994 10. Mill Hill, 1968 11. Monken Hadley, 1968 12. Moss Hall Crescent, 1974 13. Totteridge, 1968 14. Watling Estate, Burnt Oak, 1998 15. Wood Street, Barnet, 1969 16. Glenhill Close, Finchley, 2001
Locally Listed Buildings	1,221

Policy CDH08 Barnet's Heritage

The Council will ensure that Barnet's heritage assets (designated and non-designated), including its conservation areas, statutory listed buildings, scheduled monuments, registered historic parks and gardens, archaeological remains, locally listed buildings and registered historic battlefield are conserved and enhanced in a manner appropriate to their significance. These assets are an irreplaceable resource which greatly contribute to the Borough's distinctive character and should continue to be enjoyed by present and future generations.

Designated Heritage Assets

Great weight will be placed on the conservation of the Borough's designated heritage assets, including listed buildings and conservation areas, when considering the impact of development proposals. Any harm to, or loss of, the designated heritage asset will require clear and convincing justification. Substantial harm to, or loss of, designated heritage assets will not be permitted unless it can be demonstrated that substantial public benefits will be achieved that outweigh such harm or loss.

Where less than substantial harm will result from a development proposal, this harm will need to be balanced against any public benefits that emanate from the proposal.

Conservation Areas

The Council will seek to preserve or enhance the character and appearance of its conservation areas when assessing development proposals. Conservation area character appraisals and where applicable, conservation area-based design guidance will be used in the assessment of planning applications.

The following criteria will be applied:

- i) the loss or substantial demolition of, a building that makes a positive contribution to the character or appearance of a conservation area, including a locally listed building, will be resisted.
- ii) the impact of development outside a conservation area, but which has a harmful impact on its character or appearance, including its setting, will be resisted.
- iii) the impact of development on trees, landscaping and open space, including gardens, that contributes to the character or appearance of a conservation area will be opposed
- iv) proposals should have regard to the local historic context and character
- v)
- vi) proposals should retain architectural detailing, traditional features, including shopfronts, which contribute positively to the appearance of a building or an area
- vii) in exceptional circumstances, where the loss of any heritage asset is permitted, the Council will require the submission of a contract of works to ensure the new development will proceed immediately after the loss has occurred

Statutory Listed Buildings

The conservation of Barnet's statutory listed buildings will be given a high priority of importance when assessing applications. Any harm to, or loss of, the significance of listed buildings will require clear and convincing justification.

The following criteria will be applied:

- i) Resist any harm to, or loss of significance, from whole or partial demolition, extension or alteration
- ii) Resist harmful alterations to the interior or exterior, or changes to curtilage features
- iii) Resist extensions or additions that are inappropriate in design, scale or material
- iii) Resist any harm to, or loss of, its significance, from development within its setting, including tall buildings³⁰

Registered Parks and Gardens

Development proposals within Registered Parks and Gardens should respect their special historic character and aesthetic qualities, whilst avoiding any adverse impact on their setting or on key views within or outside the designated sites. Any harm to, or loss of, their significance, from alterations, destruction, or from development within its setting, should require clear and convincing justification. Substantial harm to Grade II Registered Parks or Gardens should be exceptional, and wholly exceptional for grade II* Registered Parks or Gardens.

Registered Historic Battlefield

The site of the Battle of Barnet (1471) is of great historical importance and will be protected from development, both above and below ground, that would result in harm to its significance.

Archaeology

Archaeological remains will be protected, particularly in the identified Local Areas of Special Significance, by requiring that acceptable measures are taken proportionate to the significance of the heritage asset to preserve them and their setting, including physical preservation, where considered appropriate. Development which impacts substantially on archaeological assets of national importance will be resisted.

Scheduled monuments and other undesignated assets which are demonstrably of national archaeological importance, which hold, or potentially hold, evidence of past human activity, should be preserved in situ. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, the Council will require developers to consult with GLAAS and if appropriate HADAS and submit an appropriate desk-based assessment together with, where necessary, a field evaluation.

Locally Listed Buildings and Other Non-Designated Heritage Assets

The Council will protect Locally Listed Buildings and their settings in accordance with their significance. There is a presumption in favour of their

retention and their loss will be normally be resisted. Development proposals, including external alterations and extensions should conserve, reveal and enhance the significance of these non-designated heritage assets and their settings.

Non-Designated Heritage Assets

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

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

Heritage at Risk

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

Archaeological Interest

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

6.34 Advertisements

6.34.1 Advertising can have an adverse impact on the appearance of an area, particularly if poorly sited and designed. The amenity impacts and safety implications of all advertisements will be carefully considered. Permission will not be given for proposals which detract from the character of a building or street and impact on public as well as highway safety.

6.34.2 In areas of the Borough which are particularly sensitive, such as Conservation Areas and areas of open land, special care is needed to ensure that advertisements and signs do not detract from the character and appearance of the area.

- 6.34.3 The Council must manage advertisements effectively in terms of number, size, siting and illumination, as key considerations to ensure that they do not have substantial detrimental impact on the public safety, character and amenity of the surrounding area and residents. Advertisements and signs should be designed to be complementary to and preserve the character of the host building and local area. Interesting and unique styles of advertisements and signs will be considered acceptable where they are compatible with the host buildings and surrounding environment.
- 6.34.4 The Council will resist advertisements where they contribute to or constitute clutter or an unsightly proliferation of signage in the area. The Council aims to reduce visual street clutter, reducing the number of objects on the street, rationalising their location and limiting the palette of materials. Free standing signs and signs on street furniture will not normally be accepted where they contribute to visual and physical clutter and create a hindrance to movement along the pavement or pedestrian footway. Street furniture includes objects placed on the street including traffic signs and signals, benches, street names, CCTV cameras, lighting, cycle parking, guardrails, bollards and bus shelters. Shopfront advertisements will generally only be acceptable at the ground floor level, at fascia level or below. Advertisements above fascia level can appear visually obtrusive and unattractive and, where illuminated, they can cause light pollution to neighbouring residential properties.
- 6.34.5 Any advertisements on or near a listed building or in a conservation area requires particularly detailed consideration given the sensitivity and historic nature of these areas and buildings and must not harm their character and appearance and must not obscure or damage specific architectural features of buildings.
- 6.34.6 The Council's Advertising Policy 2019 provides clarity on future proposals in regard to advertising on Council land, including the criteria to be applied when granting consent for advertising on highway land. Advertisements must also be kept clean and tidy and remain in a safe condition that will not obscure or hinder the interpretation of official signage. A certain number and size of estate agent boards can be erected on properties without the benefit of advertisement consent. Areas may be exempted from this deemed consent under Regulation 7 of the 1992 Regulations. In these areas no boards will be granted advertisement consent by the Council because of their effect on visual amenity, except in exceptional circumstances.
- 6.34.7 Policy CDH09 applies to all advertisements requiring advertisement consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007. Information on what type of advertisement requires consent is set out in in Outdoor advertisements and signs: a guide for advertisers (Communities and Local Government, June 2007). Advertisements are only controlled in respect to their effect on amenity and public safety. Further guidance on the Council's approach to advertisements will be set out in Sustainable Design Guidance SPD.

Policy CDH09 Advertisements

The Council will support advertisements that:

- a) Do not cause unacceptable harm to the character and amenity of the area or public safety and are sensitively designed and located in the street-scene and wider townscape;
 - b) preserve or enhance heritage assets and conservation areas;
 - c) do not contribute to an unsightly proliferation of signage in the area; or
 - d) do not contribute to street clutter in the public realm.
- e) Are of an appropriate size and siting that does not:
- i) Significantly detract from the amenity of the street scene or neighbouring properties.
 - ii) Cause a physical or visual obstruction, including light pollution from flashing or illumination to passers-by, nearby residential properties or wildlife habitats.

The Council will resist advertisements on shopfronts that are above fascia level or ground floor level, except in exceptional circumstances.

7 Chapter 7 - Town Centres

7.1 National and London Plan Policy Context

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

NPPF

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

London Plan

Policy GG3 Creating a healthy city

Policy GG5 Growing a good economy

Policy SD6 Town centres and high streets

Policy SD7 Town centres: development principles and Development Plan Documents

Policy SD8 Town centre network

Policy SD9 Town centres: Local partnerships and implementation

Policy SD10 Strategic and local regeneration

Policy D12 Fire Safety

Policy D13 Agent of Change

Policy D14 Noise

Policy HC5 Supporting London's culture and creative industries

Policy HC6 Supporting the night-time economy

Policy E1 Offices

Policy E2 Providing suitable business space

Policy E3 Affordable workspace

Policy E4 Land for industry, logistics and services to support London's economic function

Policy E6 Locally significant industrial sites

Policy E7 Intensification, co-location, and substitution

Policy E8 Sector growth opportunities and clusters

Policy E9 Retail, markets and hot food takeaways

Policy E10 Visitor infrastructure

Policy E11 Skills and opportunities for all

Mayor of London Culture and Night-time Economy SPG

Mayor of London Town Centres SPG

7.2 Introduction

7.2.1 Barnet's suburban town centres are the economic, civic, retail, leisure and transport hubs of the Borough and a good indicator of its economic, environmental and social health. For the Borough to grow successfully it is important that we sustain thriving town centres. Each town centre has a special character that contributes to the distinctiveness of the Borough and it is important that this character is retained and enhanced.

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

- 7.2.3 The diversity of Barnet's town centres is one of its strongest attributes. This should be capitalised upon in order to help fulfil growth opportunities and deliver the goods and services, employment and leisure opportunities that local communities require. Town centre development should deliver on the Council's guiding principles for growth and be underpinned by the Good Growth policies of the London Plan. This will help deliver thriving town centres as well as building strong and inclusive communities, making best use of land, creating a healthy city and growing a good economy. Mixed-use development that can reduce the need to travel and provide a range of housing and employment opportunities together with retail and leisure space which will help create more sustainable and successful places.
- 7.2.4 Planning policies must ensure that town centres can adapt in a changing and challenging commercial environment, helping them to move away from the traditional physical shop format to provide a wider range of mixed uses and innovative spaces. Having a less restrictive framework that enables innovation is key to delivering thriving town centres and ensuring they maintain commercial, community and cultural functions. To succeed town centres will need to become more diverse places that people increasingly visit for a variety of reasons, such as leisure and community infrastructure and not just purely shopping. There is also a vital opportunity for town centres to reinvent themselves and improve their visitor economy, making better links to local character, understanding priorities for the community, helping to provide a unique identity and potentially develop a specialist offer.
- 7.2.5 A significant contribution to removing planning restrictions in town centres was the Government's radical overhaul in September 2020 of the Use Classes Order. The Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (2020 No. 757). seek to 'amend and simplify' the system of use classes in England by creating a new broad Class E. 'Commercial, Business and Service' use class which incorporates:
- Retail/Shops (previously A1) (However small shops (of 280m² or less) that are important to the local community by virtue of being at least 1km from a similar shop have been placed into Use Class F2)
 - Financial and professional services (previously A2)
 - Restaurants and cafes (previously A3)
 - Offices (previously B1)

- 7.2.6 Along with other uses previously in Class D1 (non-residential institutions - gyms, nurseries and health centres) and D2 (assembly and leisure) and other uses which are 'suitable for a town centre area' are also included in the class:
- Indoors sport, recreation and fitness facilities
 - Medical and health facilities
 - Creches and day nurseries
 - Research and development facilities
 - Light industrial uses (which can be carried out in any residential area)
- 7.2.7 The impact of the Government's changes to the Use Classes Order in 2020 and subsequent expansion of permitted development rights in 2021 have been difficult to quantify for this Local Plan but one immediate impact has been the removal of strategic growth targets for comparison and convenience retail space.
- 7.2.8 Planning permission is no longer required to move between retail, professional services, restaurants/cafes, offices (including research and development facilities and light industrial uses), clinics, health centres, creches, day nurseries, day centres, gyms, and most indoor recreation facilities. Previously these were all separate use classes but now all fall within the new Class E therefore allowing flexibility for change, particularly on the high street and within local centres. There are also increased opportunities for conversion of Class E floorspace to residential through new permitted development rights introduced in 2021. In response to these changes the Council will focus on non planning interventions to manage and shape town centres. The Local Plan will continue to provide the foundations for growth and ensure that the core functions of our town centres in terms of Commercial, Business and Service uses are safeguarded. In addition, the Council will use its planning powers (through use of planning conditions) to manage non-retail commercial uses (within Use Class E) particularly within core areas of the town centre.

Table 13: Barnet's Town Centre Hierarchy

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

7.3 Barnet's Town Centres

7.3.1 Significant residential growth in town centres will boost footfall and enable the Council to further support local business and encourage residents to shop locally. In helping Barnet's town centres to respond to a combination of tough economic conditions and changing consumer habits there is a need to diversify so that such locations become recognised social and community hubs as well as economic centres supported by new housing development. The Council is working with local partners including town teams to better define and build upon town centre identities and their distinctive qualities. This means getting the basics right with more support for improved health and well-being, promotion of active travel, and improved safety, whilst also taking a more visible and coordinated approach to addressing issues such as planning enforcement, anti-social behaviour, licensing, street cleansing, waste collection and parking. This will also improve movement by creating places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards. Significant residential growth in town centres will boost footfall and enable the Council to fund infrastructure improvements, public realm strategies, direct inward investment, support local business and encourage residents to shop locally, particularly within their 15 minute neighbourhoods.

- 7.3.2 The Council will ensure that there are a range of entry points to enterprise and employment in town centres. It will seek to concentrate a mix of commercial, community and other activity within town centres including greater variety in the typology of workspace provision in developments across Barnet's town centres including use class E. Further details are set out in the Economy Chapter.
- 7.3.3 In order to create the right environment to attract private sector investment and facilitate growth in Barnet's town centres, the Council has produced a number of non-statutory documents such as development frameworks (planning based) or strategies (environment (such as public realm) or regeneration related but non-planning) for a number of town centres i.e. Burnt Oak, Edgware, Chipping Barnet, Finchley Central, New Barnet and Golders Green together with Supplementary Planning Documents (SPD) for North Finchley and Edgware. Where such strategies and plans have been adopted for a specific town centre the Council will consider them as a material consideration in determining planning applications.
- 7.3.4 Areas with complex land ownership patterns, such as town centres, can benefit from the Council actively identifying development opportunities to ensure regeneration gets underway, including the use of available powers where required. Town Centre Frameworks can perform this function, identifying a range of opportunities from development sites to public realm enhancement whilst seeking to improve accessibility for all users and support the provision of a wide range of shops and services to meet the needs of a diverse local population. All frameworks, plans and strategies for individual town centres should be subject to a process of community engagement in order to identify the different requirements of each town centre, reflecting their distinctiveness and understanding the different needs and preferences of those who use them.
- 7.3.5 Each Framework includes a section on delivery and implementation, which proposes the use of Section 106 and Community Infrastructure Levy contributions to invest in a public realm enhancement programme with the potential to gain additional funding from other sources including government funds, local traders and community fundraising initiatives. Through this programme of town centre strategies, SPDs, planning briefs and development frameworks the Council will continue to develop and update frameworks for Barnet's town centres.

7.4 Town Centres Evidence Base

Town Centre Floorspace Needs Assessment 2017

- 7.4.1 The Town Centre Floorspace Needs Assessment (TCFNA) was produced on the basis of the pre-2020 Use Classes Order. This considered demand for another 77,000 m² of (Use Class A1-retail) comparison floorspace up to 2036. A1 has also been subsumed with A2 and A3 uses within new Use Class E. The TCFNA also considered demand for up to 33,330 m² of food and drink uses, the majority of which (as restaurants and cafes) now sits within new Use Class E. As the retail market experiences significant structural and conceptual change there is a need for town centres to diversify in terms of other retail uses such as food and drink, becoming social and community hubs as well as economic centres supported by new housing development.
- 7.4.2 The TCFNA provides an overview of the health of the town centre network before the arrival of COVID19 in 2020. The Study highlighted that:
- There is scope for further improvement of Barnet's town centres in both quantitative and qualitative terms. *This remains a post COVID19 priority.*
 - All town centres could benefit from improvement to the leisure offer. *Improving the offer of town centres to their neighbourhoods and being accessible by walking and cycling is an increased priority*
 - Colindale, The Hyde is a District Centre performing more like a Local Centre. *The immediate impact of COVID19 on all town centres is being monitored.*
 - Clustering of uses for gambling, betting, payday loan shops, hot food take-away bars have negative health implications for users. *This still remains an issue of concern in Barnet's town centres*
 - Growing number of service sector units (e.g. hairdressers, nail bars), accounting for almost half of total retail unit provision in Local Centres. *The immediate impact of COVID19 on all town centres is being monitored.*
 - Opportunities to promote digital technologies in town centres to future-proof them against declining footfalls. *There is a more urgent need for digital high streets to enable town centres to respond to online retail and improve the attractiveness of their offer*
 - Landlords are focusing on improving the quality of existing retail parks through refurbishment and the introduction of a greater range of uses, including leisure and night-time economy. Retail unit floorplates in town centres are generally more constrained. *The response of landlords to the overhaul of the Use Classes Order in 2020 and the replacement of the A1 – shops Use Class by the wider Use Class E – Commercial, Business and Service is still being assessed.*
 - Food and drink uses account for approximately 77% of total leisure spending growth in Barnet with North Finchley, Whetstone and Edgware highlighted as the town centres most likely to experience the most significant levels of food and drink expenditure growth if spending patterns return to pre COVID19 trends.

- Pre COVID19 spending on recreational and sporting services was estimated to account for 12% of total leisure spending growth in Barnet. The town centres of Cricklewood, North Finchley and Golders Green were forecast to experience the most significant levels of recreational and health and fitness expenditure growth based on those pre COVID19 spending patterns.
- Barnet has three cinemas with a total of 14 screens. With most of the screens in the east of the Borough Barnet prior to COVID19 experienced a high level of expenditure leakage (57%) amongst cinema goers. The cinema screen capacity assessment highlights capacity to support an additional 14 screens up to 2036 in Barnet, equivalent to one large multiplex cinema or up to five boutique cinemas.
- The proposed multiplex at Brent Cross will account for a significant element of the indicated capacity, however there may also be potential for localised boutique style cinemas in larger town centres. *Further evidence is required on the revival of cinema following the COVID19 pandemic.*

7.4.3 The Covid-19 pandemic has accelerated movement away from traditional retail formats and further changed the way we shop and interact with town centres as the focus of local commercial activity. Through working with our partners in the WLA the Council will seek a better understanding of what format and quantum – if any – of additional space we may need in terms of retail provision.

7.5 Brent Cross

7.5.1 Brent Cross Shopping Centre is Barnet's largest shopping location and forms part of the Brent Cross Growth Area, an area which is set to be transformed over the lifetime of the Local Plan. Outline planning permission was granted in 2010 for the comprehensive redevelopment of the whole of the Brent Cross Growth Area to create a new mixed use town centre with 56,600m² of comparison retail floorspace; 7,500 new homes, including affordable ones, a new commercial quarter with a forecast of over 20,000 new jobs. Implementation of the consent will deliver a major retail and leisure destination for North London with a range of uses contributing to the night-time economy.

7.5.2 The Brent Cross regeneration is a large and complex scheme that will take over 20 years to deliver and will need to deal with changes in economic and market conditions over this time. A policy framework is set out at GSS02 for the Brent Cross Growth Area that enables the Council to respond to change in the long-term.

7.6 Vibrant Town Centres

- 7.6.1 The NPPF defines main town centre uses, which includes retail, leisure, entertainment and more intensive sport and recreation uses (such as cinema, restaurants and nightclubs), offices, arts, culture and tourism development. Barnet's town centres will continue to be the focus for convenience and new comparison retail development. They will also accommodate other appropriate town centre uses including community and civic facilities. Residential accommodation within mixed use development in town centres can help contribute to vitality and viability by increasing footfall for business, supporting the night-time economy and enhancing levels of natural surveillance and activity. This brings in new residents who if living above ground floor level, enable more efficient use of the opportunities offered by town centres.
- 7.6.2 A range of uses are important to the continued vitality and viability of the town centre. Housing within mixed-use areas of development can reduce the need to travel, reducing congestion and helping to improve air and noise quality. By enhancing the provision of arts, culture, leisure and recreation facilities the Council wants to diversify the town centre offer, making them more attractive family friendly destinations, places which feel safe, generate more footfall and encourage longer visits. Good design and effective use of space can also enhance footfall and the time people may spend in the centre through reconfiguration of landscaping and public realm as well as integrated access to shared outdoor spaces. Good public realm should be uncluttered so that all pedestrians including those that are mobility impaired can use pavements. Town centre public realm strategies will address in more detail the management of obstacles such as: shops which use pavements for displaying goods; advertisement hoardings; and telephone kiosks.
- 7.6.3 Employment is critical to the vitality of town centres, and the Council will support viable employment opportunities to sustain activity and encourage growth including greater variety in the typology of workspace provision (see Policy ECY01).
- 7.6.4 Tourism and visitor facilities can also help create jobs and support the local economy. In determining the location of tourist and visitor accommodation within the Borough, the Council considers town centres to offer the most sustainable locations, particularly when supported by good public transport access to central London and major transport hubs.
- 7.6.5 The Council will also support community uses in the town centres (including local centres), as these locations are associated with higher levels of public transport accessibility. Enhancement or relocation of community uses is supported by the Council on the basis that this does not reduce service coverage in other parts of the Borough. Policy CHW01 provides further detail on community uses. This approach will deliver community uses and support the wider vitality and viability of the town centre particularly through the maintenance of an active street frontage.

- 7.6.6 Small community shops of no more than 280m² are set to take on greater importance within suburban Barnet as the retail market changes. The 2020 Use Classes Order through Use Class F2 provides greater protection for such facilities when they are more than 1km from a similar shop. Proposals that involve the loss of such facilities will be required to provide a robust justification that similar shops are within a 1km walking distance.
- 7.6.7 Outside of town centres all proposals for main town centre uses, including all retail, office or leisure development, which are outside of town centres must comply with the sequential test approach as set out in the NPPF (para 86).
- 7.6.8 Enabling opportunities and directing investment that contributes to thriving town centres is a priority for the Council. Proposals for significant retail, office or leisure development (of more than 500m² gross internal floorspace) outside of Barnet's town centres will require an impact assessment demonstrating that there would be no adverse impact on the vitality and viability of the designated centre. The Council will refuse planning permission where there is evidence that proposals are likely to have significant adverse impacts on the vitality and viability of the designated centres.

Policy TOW01 Vibrant Town Centres

The Council will promote the vitality and viability of the Borough's town centres by managing a strong hierarchy of town centres as the priority location for commercial, business and service uses.

The Council will work with local partners to better define and enhance the distinctive character of individual town centres including improvements outlined in public realm strategies and through taking a more visible and co-ordinated approach to address a range of uses including anti- social behaviour, car parking, street cleaning and licensing.

- (a) The Council will support an appropriate mix of uses within designated centres:
- i) Brent Cross (see policy GSS02) to provide a strong retail offer as well as a wider mix of uses including leisure, office and other commercial, community and cultural uses to create a new Metropolitan Town Centre for North London.
 - ii) Edgware (see policy GSS05) where regeneration will consolidate the quantum of retail floorspace alongside improvements to the quality of the retail and leisure offer, whilst providing a range of community uses. New housing will also form a key part of significant growth of the local economy.
 - iii) Cricklewood (see policy GSS04) where regeneration will support the improvement of the retail offer alongside new housing, community and leisure facilities.
 - iv) District Town Centres (see Policy GSS08) which will be promoted to provide a network of complementary retail, leisure and community uses as well as new housing development.

- v) Local Centres (including new provision at Colindale Gardens) which will be promoted to provide a local level of retail and community uses and smaller scale residential led mixed use development.
- (b) Outside of the town centres local parades will be enhanced and protected with strong safeguarding for local community shops (that meet the criteria of Use Class F2) Proposals that involve the loss of such facilities will be required to provide a robust justification that similar shops are within a 1km walking distance.
- (c) In order to reduce car trips the Council supports the relocation and expansion of leisure uses from lower PTAL car dependent locations to town centre locations where opportunities arise.
- (d) Following a 'town centres first approach', the sequential test will be applied to ensure sustainable patterns of development are achieved; therefore, outside of town centres any development of main town centre uses will not be permitted unless it can be demonstrated through the NPPF sequential approach that there are no suitable premises/sites available in the designated centres as set out in Table 13 and that there would be no harm to the vitality and viability of these centres by the approval of edge-of centre and out of centre development. In addition, any proposal of more than 500 m² of retail, office or leisure development in an edge or out of centre location must be supported by an impact assessment.
- (e) The Council will apply the Agent of Change principle in order to protect residential amenity from new development and also to protect existing businesses from residential development introduced nearby.

7.7 Development Principles for Town Centres

- 7.7.1 An appropriate mix of uses and services is needed in order to retain and improve the vibrancy and vitality of Barnet's town centres. The core area of the town centre should be maintained for commercial, business and service uses of which retail shops remain the priority use within the primary frontages. Elsewhere, in the town centres a greater diversity of uses will be supported, recognising the changing role of these locations as places that people visit for a variety of reasons, including shopping, working, leisure and community purposes as well as museums and hotels.
- 7.7.2 Digital technologies facilitating online sales have altered the ways in which retailers utilise physical floorspace. Multi-channel retailing includes a digital online retail presence complemented by physical stores located in a range of accessible and attractive locations. Digital technology can help to drive footfall and in-store purchases and the Council will be supportive of innovative approaches to fulfilment of customer orders and other retail needs within Barnet's town centres.
- 7.7.3 Local centres and neighbourhood parades are particularly important for less mobile residents including older people, parents with young children, people who are mobility impaired and residents without access to a car. Protecting retail uses from change in local centres is the priority. Such provision contributes to '15 minute neighbourhoods'. Loss of retail as part of Commercial, Business and Service uses to another Use Class or sui generis use will generally be resisted. As well as providing for local needs shops in the local centres and parades can provide specialist uses which may not be found in the larger town centres. Not all uses will be appropriate as an active frontage will need to be maintained to ensure the continuity of the frontage and vibrancy in the local centre or parade. For smaller parades, proposals will need to demonstrate that adequate provision of local shops and services is maintained to justify moving to a use outside Use Class E.
- 7.7.4 At the other end of the scale markets continue to contribute to a dynamic, competitive and diverse retail sector within Barnet. They can also provide greater retail choice and affordability as well as help to meet the needs of Barnet's diverse communities. Markets are a key generator of footfall as well as a known attractor to centres. Burnt Oak, Chipping Barnet and North Finchley are locations associated with markets. There are also a number of occasional farmers' and other specialist markets within the larger district centres generating additional activity and associated spend.
- 7.7.5 There is a great opportunity for Barnet to contribute to London's economy with the provision of a dynamic range of town centres that can serve changing needs of residents and the local economy. New developments must be appropriate to the scale, character and function of the town centre, in keeping with its role and function within Barnet's town centre hierarchy. In most town centre locations higher density development will be expected in order to take advantage of these more accessible locations.

7.7.6 Town centre development will be expected to enhance the public realm in order to improve accessibility, social spaces, safety and the environment. In making high streets healthier opportunities to reduce reliance on car travel should be encouraged, including the creation of attractive and welcoming places that enable well connected walking and cycling routes. In considering development proposals opportunities to reduce on-street and off-street car parking should be pursued in accordance with Policy TRC03 whilst acknowledging the contribution of appropriate car-parking facilities to the success of a town centre

Policy TOW02 Development Principles in Barnet's Town Centres, Local Centres and Parades

The Council expects a suitable mix of appropriate uses to respond to changing demands and support and boost their continued vitality and viability.

Any significant new development will be expected to provide a mix of unit sizes, avoid an inward looking layout, maintain the street frontage and provide suitable and convenient linkages for shoppers to access other town centre uses.

The Council will seek to ensure that

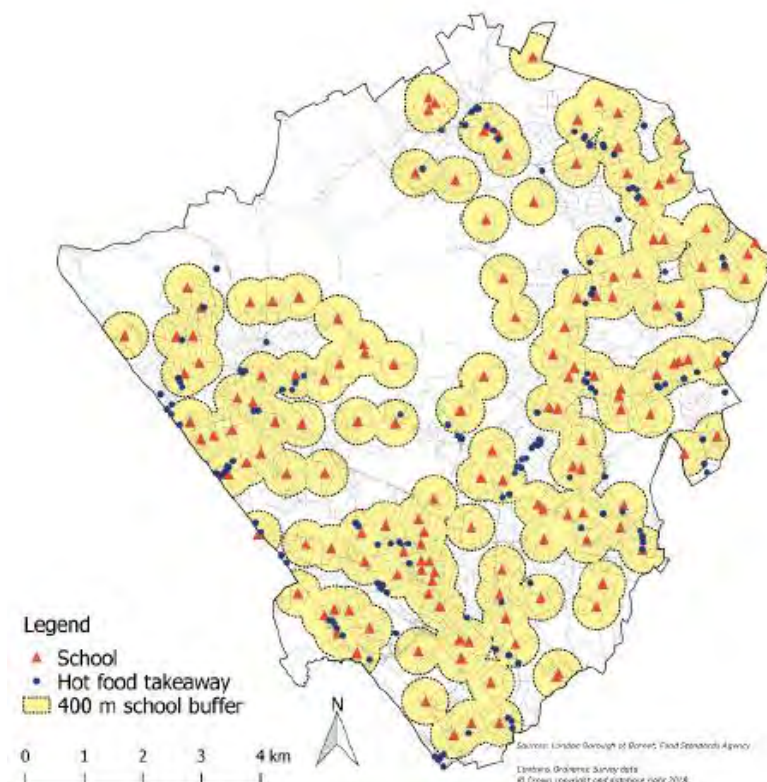
- (a) Within the primary frontages of Major and District Town Centre, Local Centres and Parades the retail function is safeguarded as part of the Commercial, Business and Service Use Class. Any proposals that reduce Commercial, Business and Service Use floorspace will only be supported if criteria (b) is met.
- (b) Where proposals for alternative uses at ground floor level do not meet criteria (a) the Council will take the following into consideration:
- (c) Significance of reduction of retail facilities.
- (d) Loss of active frontage at ground floor level.
- (e) Whether alternative retail facilities are accessible by walking, cycling or public transport to meet the needs of the area.
- (f) Capability of the proposal in attracting visitors to the town centre.
- (g) Contribution of the proposal to the Council's growth objectives.
- (h) Evidence that there is no viable demand for continued existing Use Class E use and that the property has been vacant for over 12 months, with the exception of meanwhile uses in accordance with part n). Evidence of continuous marketing over a 12 month period will be required.
- (i) Properties at ground floor level are expected to retain active frontages.
- (j) The use of upper floors for alternative uses including residential, employment or community provision will be strongly encouraged.
- (k) In accordance with the Agent of Change principle development that has significant adverse impact on the amenities of nearby occupiers will be resisted.
- (l) Development that has significant adverse impact on traffic flow or road safety will be resisted.
- (m) The use of vacant sites or buildings for occupation by meanwhile uses that will benefit a town centre's viability and vitality will be supported.
- (n) Markets in town centres will normally be supported, in particular where they contribute to greater retail choice, affordability and support for small enterprises.

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

- 7.8.1 The Council through this Local Plan supports a successful, competitive and diverse retail sector in the Borough with sustainable access to goods and services particularly within town centres. In supporting this sector, whilst also ensuring access to other commercial, business and service uses there is a need to manage the clustering of specific uses. It is acknowledged that clustered related uses can help town centres develop specialist or niche roles that can attract footfall and spend; however, over-concentration of uses such as adult gaming centres, amusement arcades, betting shops, payday loan shops, hot food takeaways and shisha bars can have a detrimental impact on physical and mental wellbeing as well as on the vitality and viability of town centres. The impact of such uses in terms of associations with unacceptable levels of noise, vibrations, odours, traffic disturbance, litter and anti-social behaviour is reflected in their classification as 'sui generis' in the Planning Use Classes Order. The proliferation of such 'sui generis' uses can quickly change the character of a town centre.
- 7.8.2 Obesity is one of the greatest health challenges facing London where 38 per cent of Year 6 pupils (10 to 11 year-olds) are overweight or obese – higher than any other region in England. The creation of a healthy food environment, including access to fresh food, is therefore important. The causes of obesity and poor health are multi-faceted and complex. National guidance is clear that planning policies can limit the proliferation of certain use classes including 'sui generis' uses in certain areas, and that regard should be had to locations where children and young people congregate.³¹ London Plan (Policy E9 Retail, markets and hot food takeaways) supports restricting proposals for hot food takeaway uses that are within 400 metres of a school. It also supports the use of thresholds to manage an over-concentration of Hot food takeaway uses within town centres. While it is acknowledged that takeaways provide a convenience service to local communities which has proved popular at the time of the COVID-19 pandemic, the Council needs to balance this with concerns about levels of childhood obesity and increasing levels of health inequality as well as the need to preserve the retail-based role of town centres. The Council's Public Health team have produced evidence on the proliferation of hot food takeaways in the Borough including a map of hot food takeaways and schools – see Map 6.32 In addressing concerns about childhood obesity the Review focused on students attending Barnet schools. At the time of the Review there were at least 205 hot food takeaways in Barnet according to the Food Standards Agency. This figure is however considered an under-estimate as according to a University of Cambridge study there are 350 hot food takeaway premise in the Borough. Within this extensive base and responding to changes in consumer preferences for takeaway hot food there will be opportunities for turnover as takeaway businesses close and new ones replace them in premises established and allowed through the planning system.

7.8.3 The Council has established a scheme, known as the Healthier Catering Commitment, that helps existing food businesses in Barnet to provide healthier food, which is low in fat, salt and sugar, to their customers. In those instances where new hot food takeaway premises are allowed the Council will require, through a planning condition, that operators comply with the Healthier Catering Commitment.

Map 6 – Hot food takeaways and schools in Barnet



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7.8.4 The NPPF states that planning policy should take account of and support local strategies to improve health, social and cultural wellbeing. Barnet's Joint Health and Wellbeing Strategy 2021-2025: Creating a borough of health together! is committed to creating a healthier place with resilient communities. As well as hot food takeaways the over-concentration of other uses which are principally adult orientated such as adult gaming centres, amusement arcades, betting shops, pawnbrokers, pay-day loan stores and shisha bars can give rise to particular concerns regarding their impact on mental and physical health and wellbeing of users. This is in addition to impacts on the amenity, vitality, viability and distinctiveness of the locations in which they are based. The proliferation and concentration of this group of uses should be carefully managed through the planning system. This is in addition to the safeguards provided by the Council's Statement of Principles (Gambling Act 2005) 2019-2022 which prioritises for consideration issues around crime, noise and anti-social behaviour as well as proximity to sensitive locations in determining applications for permits and licences.

- 7.8.5 Since the introduction of the Smokefree Law in 2007, there has been a rise in shisha consumption in Barnet. Shisha smoking is associated with several types of cancer. Shisha bars can adversely impact the amenity of an area, particularly through late night noise and disturbance. The Council's Public Health Team have produced evidence on Shisha.³³ This highlighted that students attending schools with a shisha premise within a half mile radius being 2.5 times more likely to smoke shisha than those who did not. Out of 25 secondary schools in Barnet, 10 are within walking distance (400m) of shisha premises.
- 7.8.6 The Royal Society of Public Health's Report, "Health on the High Street: Running on Empty," identifies bookmakers and payday lenders as health hazards. At a national level, shops with Fixed Odds Bettering Terminals (FOBT) have been found to have a strong negative affect on mental health and the presence of bookmakers is directly correlated with a rise in crime. The Public Health Team are working to assess the local impact of such uses.
- 7.8.7 Policy TOW03 seeks to ensure that uses such as hot food takeaways, adult gaming centres, betting shops, pawnbrokers, pay-day loan stores and shisha bars do not form clusters, are not near to schools and other facilities that young people are more likely to attend (youth centres/scouts/community centres). As part of the Authorities Monitoring Report the Council will monitor the numbers of hot food takeaways, adult gaming centres, betting shops, pawnbrokers, pay-day loan stores and shisha bars within each town centre. The proliferation and concentration of these uses will be carefully managed through Policy TOW03.
- 7.8.8 In considering proposals for such uses the Council will require an assessment of development impacts which should be proportionate to the proposal. The Council may require the applicant to submit a rapid Health Impact Assessment (HIA) for those uses, particularly in geographical areas which exhibit poor economic and/or health indicators. The Council is producing Health Impact Guidance. This will include a checklist for undertaking HIA Screening and Appraisal

Policy TOW03 Managing Hot Food Takeaways, Adult Gaming Centres, Amusement Arcades, Betting Shops, Payday Loan Shops, Pawnbrokers and Shisha Bars

- a. In addressing increasing levels of childhood obesity and health inequality within the Borough as well as to preserve the retail-based role of Barnet's town centres the Council will resist the proliferation and over concentration of hot food takeaways and will not permit proposals that:
- i) Are not separated from any existing hot food takeaway unit or group of units in such a use³⁴.
 - ii) Are located within 400m of the boundary of an existing school or youth centre.
 - iii) Have an unacceptable impact on highway safety.

- iv) Have an undue impact on residential amenity in terms of noise, vibrations, odours, traffic disturbance and litter.
- v) Do not provide effective extraction of odours and cooking smells.
- vi) Do not provide adequate on-site waste storage and disposal of waste products.
- vii) Do not agree to operate in compliance with the Council's Healthier Catering Commitment.

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

- viii) Are not separated from any existing Sui Generis unit in this group by at least two units which are neither units (in uses as highlighted in (b)) nor hot food takeaway uses.
- ix) Are located within 400m of the boundary of an existing school or youth centre.
- x) Are not accompanied by Health Impact Assessments (HIAs) when requested by the Council.
- xi) Do not provide active frontages and must have a positive visual impact on the street scene.
- xii) Have a significant impact on local community and residential amenity in terms of noise, vibrations, odours, traffic disturbance and litter.

7.9 Night-Time Economy

- 7.9.1 The night-time economy refers to all economic activity taking place between the hours of 6pm and 6am and includes evening uses. Night time economy uses include restaurants bars, as well as cinemas, theatres and arts venues. Such uses can contribute positively to the vitality and vibrancy of town centres by providing informal surveillance for passers-by helping visitors to feel safer in the night-time. Patterns of consumer behaviour and technological change have led to the concept of a 24-hour city, which has led to diversification of use and adaptation for many areas that have brought new residents to the area.
- 7.9.2 The majority of Barnet's town centres have a night-time offer to varying degrees³⁵. The London Plan classifies Chipping Barnet, Cricklewood and North Finchley town centres as having night time economies of more than local significance. Town centres that provide a safe and attractive environment are more likely to encourage residents and visitors to come to the Borough in the evening. Public realm improvements will change the image and perception of Barnet's town centres and welcoming public spaces will encourage people to spend more time at the destination. The Council seeks to enhance the existing strengths of town centres to create a thriving night time economy with activities and venues that are fully inclusive and accessible. This includes reaching a balance between safeguarding amenity and maximising the creative potential from a growing leisure offer that enhances the range and quality of local food and drink, heritage, culture and arts on offer. Further guidance is set out in the Mayor's Supplementary Planning Guidance on Culture and the Night Time Economy.
- 7.9.3 Town centre strategies can help to manage the role of the night-time economy with regard to residential amenity and any potential adverse effects on local residents. In addition, night time economy uses and activities including drinking establishments are subject to a co-ordinated approach based on Planning and Licensing policy and considerations by other stakeholders such as Highways, Community Safety and Cleansing. Diversification of night-time uses can add to the vitality and viability of town centres and should promote inclusive access and safety. Where appropriate, planning conditions or legal agreements will be used to manage hours of operation, noise and fumes from machinery, storage and disposal of refuse, the areas used by customers and any other issues that may need to control the impact of night-time uses in order to protect amenity. The introduction of the 'agent of change' principle will ensure that new development does not unduly add to the costs and administrative burdens of existing businesses.

Policy TOW04 Night-Time Economy

The Council will support proposals for night-time economy uses in Barnet's Town Centres in particular Chipping Barnet, Cricklewood, North Finchley and Whetstone as well as Brent Cross, Edgware and Golders Green, where:

- a) The scale and type of use reflects the role and function of the centre.

- b) There is no conflict with Policy TOW03
- c) There is no significant negative impact on the amenity of adjoining or adjacent residential accommodation and non-residential uses, such as noise disturbance, cooking smells, anti-social behaviour, or highway safety.
- d) There is no significant negative impact resulting from cumulative development in relation to the number, capacity and location of other night-time economy uses in the area.
- e) There is no significant detrimental impact on the historic distinctiveness of Barnet's town centres.
- f) Development that preserves or enhances existing night time economy activities or creates new ones that will reinforce the role and significance of Chipping Barnet, Cricklewood, North Finchley and Whetstone as well as Brent Cross, Edgware and Golders Green in an inclusive and accessible way will be supported, whilst that which would undermine it will be refused.

8 Chapter 8 - Community Uses and promotion of health and wellbeing

8.1 National and London Plan Policy Context

8.1.1 Specific National and London Plan Policies to be taken into account.

NPPF

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

London Plan

Policy GG1 Building Strong and Inclusive communities

Policy GG3 Creating a healthy city

Policy D11 Safety, security, and resilience to emergency

Policy H12 Supported and Specialised Accommodation

Policy H13 Specialist Older Persons Housing

Policy S1 Developing London's social infrastructure

Policy S2 Health and social care facilities

Policy S3 Education and childcare facilities

Policy S4 Play and informal educational facilities

Policy S5 Sports and recreation facilities

Policy S6 Public toilets

Policy S7 Burial space

Policy HC7 Protecting public houses

Mayor of London Culture and Night-time Economy SPG

Mayor of London Social Infrastructure SPG

8.2 Introduction

8.2.1 Community uses cover a range of uses from health facilities, educational institutions and community meeting places to public houses, libraries and theatres. Community access to these uses has been impacted by COVID-19 which has already had disproportionate impacts upon young people and other vulnerable and disadvantaged groups. Within Barnet there is a need for a range of community facilities to support the diverse requirements of the Borough's population. Barnet's demographic structure will change during the lifetime of the Local Plan and there is a need to protect and make better use of existing community uses in order to be able to respond to population change.

8.2.2 The Council's approach is to encourage new community uses to be located in town centres and local centres as these locations tend to be more accessible by public transport, in particular the bus network. Where facilities are being provided that serve a local catchment, proximity to the bus network will be considered to be of particular importance. Where possible, deployment for COVID-19 testing or vaccination should be considered in case of surge outbreaks.

8.2.3 Understanding Barnet's population composition and its needs is the first step to being able to improve health and wellbeing and promote choices for individuals to lead healthy lives. This is a cross cutting theme for the Local Plan. Recognising that growth in the Borough will be disproportionate, with an increasing proportion of residents being either young or older people, this Plan seeks to demonstrate that their needs will be met. The JSNA and the Joint Health and Wellbeing Strategy for Health and Social Care provides a strategic basis for how the Council 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.

8.2.4 Barnet's Infrastructure Delivery Plan (IDP) reviews the existing capacity of infrastructure provision and highlights needs, gaps and deficiencies in provision, together with the costs of updating and delivering new infrastructure such as educational and healthcare facilities, libraries, community centres and leisure centres. The IDP represents the Council's most recent assessment of infrastructure needs and is a live document which remains under constant review.

8.3 **Barnet's Community Infrastructure**

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

8.3.2 For the foreseeable future, community facilities in Barnet are expected to experience increased levels of demand and rising expectations. The long-term sustainability of facilities is a particular concern if funding continues to decline. It is imperative that new community facilities are efficient, flexible and adaptable in their design ensuring that the management and use of such spaces remains affordable.

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

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

- opportunities to deliver services in a new format, including web-based provision, are explored and maximised where possible; and
- through Lifetime Neighbourhoods, cohesive, successful and sustainable communities will be delivered. To succeed, this will involve putting people at the heart of the design process. Further details on inclusive design are set out in Chapter 6.

8.3.4 Multi-purpose community facilities that make efficient use of premises providing a range of services at one accessible and inclusive location will be supported. Where new development results in increased demand for community spaces, it will be expected to make commensurate provision for new, or improvements to existing facilities. It will be expected, as part of any planning obligation, that provision for the long-term management and maintenance of the facility is made by the developer.

8.3.5 Introducing a wider mix of uses on a community site or intensifying a community use or function is supported provided accessibility and the impact on residential amenity is addressed. If there are improvements to existing community or education uses, consideration should be given to how access to public transport can be improved. Adapting a building or land for another community use would be preferable to its loss. This could also be part of a mixed-use redevelopment which re-provides adequate facilities on site. As an alternative, improvements can be provided at another location and secured via a legal agreement.

8.4 **Barnet's Libraries**

8.4.1 Barnet's libraries act as a community hub providing access to meeting space and wireless connectivity as well as the Council and partner's services. The vision for Barnet libraries is to provide a 21st Century library service that is in tune with the changing lifestyles of Barnet's residents. Libraries are a universal and unique service, offering learning opportunities for all ages that can enhance and enrich the lives of residents across the Borough. Within Barnet the ambition for libraries is that they:

- Help all children in Barnet to have the best start in life, developing essential language, literacy and learning skills and a love of reading from an early age.
- Provide residents with life skills; to improve their health and wellbeing; and to get a job and progress whilst in work.
- Bring people together, acting as a focal point for communities and assisting resident groups to support their local area.

8.4.2 Barnet's library estate includes 14 library buildings and a mobile library. Reconfiguration of the library estate has helped release space for commercial and community letting and where possible, to co-locate services to make better use of library and other publicly owned buildings. Such proposals will reflect opportunities for improving access and modernising library space. In addition, there are also two community libraries in Barnet at Friern Barnet and the Garden Suburb Community Library.

8.5 Leisure Centres and Swimming Pools

- 8.5.1 In partnership with Greenwich Leisure Ltd the Council manages five leisure centres and pools within the Borough. In ensuring more efficient use of leisure facilities and greater footfall, co-location will be explored with other community provision on a site by site basis, as well as alternative provision in case of future restrictions due to COVID-19. In terms of the school estate the Council seeks to maximise use of school sport and leisure facilities by the wider community.
- 8.5.2 Analysis of current provision is set out in Barnet's Indoor Sport and Recreation Facilities Study 2018. The Study assessed current and future unmet need and access to public sector facilities and highlighted optimal locations to address projected unmet need in accordance with the Fit and Active Barnet Framework 2016-2021. The Study highlights that better access to physical activity at local level is important for residents, particularly those who are currently inactive, and those without access to private transport, to participate, and become physically active. Although the Borough has good sports facilities some will require replacement or refurbishment during the Plan period. Linking facility provision, informal and formal, to good levels of public transport access and opportunities for active travel, and informal use facilities will help to facilitate more active lifestyles for more people. There is also the issue of sports hall facilities that are not accessible to community use. The Council will therefore seek increased community access to new provision through planning agreements; this is highlighted as a priority in the Study.
- 8.5.3 Despite the development of new pools at Barnet Copthall and New Barnet leisure centres there is insufficient swimming pool provision to meet both current and future demand. Within the period covered by the Local Plan the Study has identified a need for increased pay-and-play accessible water space, equivalent to 2 new swimming pools (6 lane x 25 m). There is an opportunity to meet this demand through increased water space in replacements for the ageing facilities of Finchley Lido and Hendon Leisure Centre alongside potential new provision in the north west of the Borough. Other priorities highlighted include provision of indoor bowls, fitness facilities, gymnastics and trampolining.
- 8.5.4 By developing 'active environments' through urban design, understanding land use patterns, and creating transportation systems, active, healthier and more liveable communities can be created. A key conclusion of the Indoor Sport and Recreation Study in prioritising provision is the creation of more active environments, reflecting active travel, safe cycle routes to school, the need to link existing and new communities with walking / cycling / jogging routes.

8.6 Arts and Culture

- 8.6.1 Barnet's Arts and Culture Strategy 2018-2022 provides a framework to harness the vision, ambition and resources of the Council, its partners and individuals working in Barnet to promote a rich cultural life in the Borough. The Strategy identifies how arts and culture opportunities are at the heart of regeneration and sets out its priorities for promoting spaces and opportunities for creative and ambitious art projects to thrive and new cultural organisations and industries to flourish.
- 8.6.2 In order to contribute to the vitality and viability of town centres the Local Plan supports temporary (meanwhile) uses and the more flexible application of town centre policy in creating thriving places where people want to visit and where they feel safe to visit. Proposals that help celebrate the culture, history and archaeology of Barnet and contribute to the visitor economy will generally be supported. The contribution from the voluntary sector to promoting arts and culture within the Borough and their role in helping to rejuvenate Barnet's Town Centres is acknowledged.

8.7 Provision for Children and Young People

- 8.7.1 The Council co-ordinates in-year admissions for all schools, including the academies, and works closely with free school proposers and academies wanting to expand, to seek to ensure provision of high quality places in the areas of greatest need. The Education Strategy for Barnet 2021 – 2024 highlights that the Borough's educational offer lies at the heart of Barnet's continuing success as a desirable place where people want to live, work and study. Excellent educational outcomes and ensuring children and young people are successful in life and equipped to meet the needs of employers are vital to Barnet's future success. The School and Settings Improvement Strategy 2021 – 2024 sets out the priorities for ensuring that children and young people continue to benefit from an excellent, high quality education offer.
- 8.7.2 The school population is changing and although there has been a substantial investment programme to provide new school places, more will be required in response to the Borough's growth. Planning for any new provision will be closely linked to the distribution and delivery of housing growth as highlighted in the housing trajectory. Maintaining a balanced supply of school places is a complex task as trends in demand are driven by a range of variable factors, some of which are acutely sensitive to unforeseen changes at local, national and global level. These uncertainties include:
- the unprecedented disruption to the education system caused by COVID-19 and the uncertainty as to how the fallout will impact on future school place demand;
 - the ongoing uncertainty around Brexit and changing population, particularly as a result of recent changes in EU / Non-EU migration patterns and birth rates
 - large-scale regeneration across the Borough and unknown child yield from new housing developments;
 - the housing market volatility with the mini boom recently experienced as a result of Government initiatives;

- rising unemployment in Barnet;
- changes in parental perception and Ofsted ratings of Barnet schools; and the
- popularity of Barnet schools, place planning in neighbouring LAs and cross-border movement.

8.8 Primary

8.8.1 At primary level, the demand has continued to fall and almost all school planning areas currently have an overall surplus. This will continue to be monitored to ensure sufficient capacity remains within the schools across the Borough, with forecast demand for each pupil planning area continuing to be reported to the appropriate Council committee.

8.9 Secondary

8.9.1 Barnet's secondary schools are now experiencing the increase in rolls as the primary school bulge classes move through education system. The Council has responded to the rising demand for secondary places through investing in the expansion of existing schools. At secondary level, Barnet is nationally one of the highest exporters of school places with children coming from outside the Borough to attend school. The Free Schools Programme, funded by Government, has helped to tackle the pressure and so far there has been no shortfall in the provision of secondary places. Forecast levels of demand for places within the Borough's school catchment areas will also continue to be monitored by the relevant Council committee.

8.10 Special Educational Needs and Disability (SEND) Schools

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

8.11 Early Years

- 8.11.1 The Council has a statutory duty to secure sufficient childcare for working parents and secure prescribed early years provision free of charge, ensuring eligible 2 year olds and all 3 and 4 year olds can access high quality free nursery education. Barnet's Children & Young People's plan sets out the vision for Barnet to be 'the most Family Friendly borough in London' This means making Barnet an even better place to live for all families and the strategy to achieve this is to focus on children's and families' resilience, which evidence shows is critical to achieving the best outcomes for children and young people. The pre COVID19 position was that Barnet had sufficient places across the borough to meet the needs of families for all of the free entitlement offers. This was made up of 336 providers, of which 200 are open all year round and 136 are term time only. This is made up of Schools with Nursery classes, 4 maintained nursery schools, the private voluntary and independent sector (PVI's) and childminder's.
- 8.11.2 The Education Strategy highlights that through continuous partnership working with schools, the best locations for school expansions and bulge classes will be identified. To secure additional Free Schools where and when they are needed the Council will work closely with the Department for Education (DfE), the Education and Skills Funding Agency (ESFA), the Regional Schools Commissioner and potential sponsors of Free Schools.
- 8.11.3 Barnet's Children and Young People's Plan 2019 – 2023 sets out the aim to make Barnet the most family friendly borough based upon a strategy which focuses on developing families' resilience in order to deliver the best outcomes for children and young people.
- 8.11.4 Children's Centres and Youth Centres provide a range of whole family services so that families are not required to attend multiple settings to access services that meet their needs. Working with key public sector partners including the NHS and Metropolitan Police the Council will pursue opportunities for co-location of services to enable families to be seen in a range of 'family friendly' settings, increase access and support the development of localised community relationships.
- 8.11.5 Family Services' vision is to ensure that all children and young people in Barnet, especially the most vulnerable children, achieve the best possible outcomes. To enable them to become successful adults, they should be supported by high quality, integrated and inclusive services that identify additional support needs early and are accessible, responsive and affordable for the individual child and their family. Barnet's Early Help strategy provides a framework to organise the early help services, to monitor their success, and to drive improvement.

8.11.6 The 0-19 Early Help hubs sit across 3 localities in Barnet – East Central, South and West. Within these hubs, partners are co-locating and co-delivering services to ensure integrated delivery of the Early Help offer across the 0-19 age range moving from the pilot stage. The Early Help Offer is underpinned by the Troubled Families Programme. Within the east central part of the Borough the hub is based at Newstead Children’s Centre. Other buildings within this locality are Underhill, BEYA and Coppetts Wood children’s centres. Also, in East Central locality is Finchley Youth Centre. In the western side of the Borough the main hub is based in Barnet and Southgate college. Other buildings are Wingfield, Barnfield (to be renamed Silkstream) and Fairway Children’s Centres as well as Canada Villa and Greentops centre. The south locality hub is based at Parkfield Children’s Centre which has also recently been remodelled to provide additional space for the service. There is also The Hyde, Childs Hill and Bell Lane Children’s Centre.

8.12 Further and Higher Education

8.12.1 Barnet has 22 Secondary Schools and Colleges that offer post 16 education opportunities, there are also a range of options for further and higher education in the Borough including Middlesex University. These options are important to ensure that students remain engaged in education until at least the age of 19. Overall, the number of Barnet young people who are not engaged in education, employment or training (NEET) is low. The quality and the wide range options of further education will assist in keeping the NEET numbers low. The Colleges and Middlesex University also offer important opportunities for post 19 and adult education. Barnet recognises the importance of life-long learning and the benefits that such opportunities can offer for people at all stages of life and therefore encourages the provision of post 19 and adult education. The Council will work on helping young people into local jobs; this is supported through policies set out in Chapter 9.

8.13 Provision for Older People

8.13.1 Barnet faces an increase in the numbers of older people. 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. Provision of space to provide day services in support of those people with high dependency needs enabling them to continue to live successfully in the community will remain a priority. The Council is working on alternative models that promote choice and well-being that will meet the needs and aspirations of older people.

8.14 Community Premises

8.14.1 A major challenge for the Local Plan is ensuring the social infrastructure addresses the needs of a changing population. For many community groups it is 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 activities.

8.15 **Burial Spaces**

8.15.1 There are eight cemeteries in Barnet, four of which are owned by other local authorities for their residents. Hendon Cemetery provides the main source of non-denominational burial space for Barnet's residents. The remaining three cemeteries at Edgwarebury Lane, Hoop Lane and New Southgate are privately owned. The Mayor's audit of burial space found that Barnet has adequate capacity with sufficient new burial space available to meet the estimated demand for virgin space up to 2031³⁶.

8.16 **Assets of Community Value**

8.16.1 An 'Asset of Community Value' (ACV) is a building or area of land which currently, or in the recent past, furthers the social wellbeing or cultural, recreational or sporting interests of the local community and is expected to do so in the future. The Council will formally register the asset if it meets certain criteria. For those registered, if and when the owner decides to sell the asset, a local group can trigger a six month moratorium on the sale giving them time to raise the funds to purchase the asset (sometimes referred to as a 'right to bid'). Owners must consider bids, but they do not have to accept them.

8.16.2 The Council, when determining planning applications involving loss of community facilities, will treat the listing of an Asset of Community Value as an indicator of local support and evidence that it furthers the social wellbeing and interests of residents. Policy CHW04 Public Houses relates to the safeguarding of pubs.

Policy CHW01 Community Infrastructure

The Council will work with partners to ensure that community facilities including schools, libraries, medical and dental services, leisure centres and swimming pools, places of worship, arts and cultural facilities, community meeting places and facilities for younger and older people, are provided for Barnet's communities.

The Council will:

- a. ensure that programmes for capital investment in schools and services for young people address the needs of a growing, more diverse and increasingly younger population;
- b. support the enhancement and inclusive design of community infrastructure ensuring efficient use;
- c. support, subject to satisfactory management arrangements, the provision of multi-purpose community hubs that can provide a range of community services, particularly within town centres. Provision outside town centres will need robust justification;
- d. support and promote an alternative community use where the existing community use is surplus;
- e. require development that increases the demand for community facilities and services to make appropriate proportionate contributions towards existing facilities and new and accessible facilities Borough wide, particularly within Barnet's Growth Areas and town centres;
- f. work with the Mayor of London, cemetery providers and groups for whom burial is the only option to maintain a supply of burial space;
- g. allocate sites for development that address educational needs and demand with reference to up to date evidence as identified in the Council's Education Strategy;
- h. support proposals that as part of the visitor economy help contribute to, or seek to incorporate, museum/display space to celebrate the culture, history and archaeology of Barnet;
- i. support providers of new and improved educational facilities within the Borough, such as those at Middlesex University's Hendon campus and will encourage the provision of further and higher education programmes, skills training and continuing professional development programmes, business support initiatives and applied research

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

- the replacement facility is equivalent to or better quality and meets the needs currently met by the existing facility, or
- it has been demonstrated that the facility is no longer required in its current use and that it is not suitable and viable for any other forms

of social infrastructure for which there is a defined current or future need identified in the Infrastructure Delivery Plan.

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

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

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

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

8.17 Promoting Health and Wellbeing

8.17.1 The COVID-19 pandemic has served to further highlight existing public health challenges and disparities in health and wellbeing. This includes interaction between people and the built and natural environment and access to local open spaces, no matter how small. Local planning authorities therefore play a key role in shaping healthy environments and contributing to wellbeing. National and London Plan policy recognise the needs for creating public safe spaces, access to healthy food and drinks, social infrastructure and health facilities in order to promote health and wellbeing of local residents. This is further reinforced by Barnet's Health and Wellbeing Strategy 2021-2025 that sets out a vision for improving the health and wellbeing of the people who live, study and work in Barnet.

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

- 8.17.3 Public Health England (PHE), “Spatial Planning for Health: An evidence resource for planning and designing healthier places,” (2017) reviews evidence across five elements of spatial planning: neighbourhood design, housing, food environment, natural and sustainable environments and transport. This provides an overview of the best available evidence for the relationship between the built and natural environment and health. Most of the measures are included in Chapters across this Local Plan to ensure that promoting health and wellbeing for Barnet’s residents aligns with PHE recommendations. Furthermore, the Local Plan emphasises Barnet’s commitments for improving health and wellbeing in the Borough.
- 8.17.4 Through promoting and endorsing high quality design which meets Healthy Streets Indicators (as set out in the London Plan), the Council will create accessible, safe spaces which promote health and social wellbeing. This is particularly important for ensuring that residents with mobility issues can live independent lives as much as active members of their communities can.
- 8.17.5 Another necessity for urban environments is access to social infrastructure such as public drinking fountains, public toilets including changing places, seating and shade. The need for public toilets and access to clean drinking water is more prevalent amongst certain groups such as the elderly, disabled and families with young children. Lack of provision can further deter people going out in the community, increasing the risk of social isolation and poor mental health. Provision is promoted through London Plan policies on Public Realm D7 and Public Toilets S6 and supported within the Local Plan as part of the Council’s approach to managing and improving the public realm (see Policy CDH03). Good design, management and maintenance of such facilities is important.
- 8.17.6 Access to healthy food and drinking water makes a sustainable contribution to the overall health and wellbeing. Locally grown food enables easy access to healthy food and it also promote mental wellbeing while increasing the social capital of the community. Policy ECC04 - Barnet’s Parks and Open Spaces, seeks to ensure existing food growing spaces are protected and new spaces are created as part of new developments. Policy TOW03 highlights that where hot food takeaways are permitted the Council will ensure, through a planning condition, that the operator will operate in compliance with the Council’s Healthier Catering Commitment within 6 months of opening.

8.18 Access Integrated Health and Care Services

8.18.1 Predicted population growth coupled with housing growth locally will create additional demand on the existing health infrastructure. General Practitioners are central to the co-ordination and delivery of patient care and act as a first point of call, however it is also crucial to plan for other models of care. Primary Care Estate at the North Central London and local level will be the primary vehicle for enabling planning of local new health care models.

8.18.2 The significant population growth will put a considerable demand on an aging health and care estate. Investment in the health and care infrastructure is essential to meet the health needs of the current and future population. Infrastructure is both a catalyst and an enabler to supporting the local care priorities, and the investment need is wide ranging, from increasing capacity in the existing estate, building new facilities, digital technologies, and investing in community innovation projects.

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

8.18.4 Another key part of the NHS Long Term Plan is the formation of Integrated Care Systems (ICSs). 2021/22 will see the local health and care system transition into an ICS. An ICS is a partnership that will bring together providers and commissioners of NHS services across a geographical area with local authorities and other local partners, to collectively plan and integrate care to meet the needs of their population. The central aim of the ICS is to integrate care across different organisations and settings, joining up and potentially co-locating acute/hospital services, community-based services, primary care, physical and mental health, voluntary services, and health and social care, with the following four fundamental purposes:

- Improving population health and healthcare
- Tackling unequal outcomes and access
- Enhancing productivity and value for money
- Helping the NHS to support broader social and economic development

- 8.18.5 At a Borough level the Integrated Care Partnerships (ICPs) has been established, and in Barnet the ICP is a mature partnership with a clear governance structure in place. The ICP will develop a local care plan that is tailored to the needs of the Barnet population at a borough, locality, neighborhood and Primary Care Networks (PCN) level.
- 8.18.6 A key focus of the North Central London integrated health and care plan is to prevent ill health, which includes partnership working to tackle the wider determinants of health. An integrated care system will deliver services at different levels, including neighbourhood networks and PCNs based around GP practices, 'Borough Partnerships' and as a North Central London 'Integrated Care System'. Digital innovation developed through COVID19 may be beneficial to continue as part of a new fixed remote and face to face model that enhances service user experience and access. This may lead to a review of how facilities are used and designed.

8.19 **Healthy and Green Barnet**

- 8.19.1 Barnet's open spaces and outdoor sports and recreational facilities are an important element of the Borough's character and all contribute to health and wellbeing. The importance of open space to access and enjoy during the COVID-19 lockdown has been highlighted by increased usage of Barnet's parks and open spaces. As Barnet grows there is a need to improve provision and plan for the creation of at least one new district park and 13 new local parks by 2040.
- 8.19.2 With an extensive green infrastructure incorporating public rights of way, parks and gardens together with a comprehensive network of sports and recreational facilities, there is an opportunity to create more active environments. By providing better access to green public spaces and improving sports and community facilities the Council seeks to promote the integration of physical activities into the everyday lives of residents, as well as encouraging a better understanding of the natural environment. Thereby assisting in the improvement of the physical and mental well-being of residents.

Policy CHW 02 – Promoting health and wellbeing

In order to recover, restore and thrive and make a positive difference to health and wellbeing in the Borough following COVID19 the Council will promote the creation of healthy environments and safe, accessible, sustainable and high-quality places which seek to improve physical and mental health and reduce health inequalities.

The Council requires development to positively contribute to creating high quality, active, safe and accessible places. Measures that will help contribute to healthier communities and reduce health inequalities must be incorporated in a development where appropriate. The Council will ensure that the health and wellbeing impacts of larger development proposals are addressed in an integrated and co-ordinated way through the use of Health Impact Assessments.

The Council will support the health and wellbeing of residents by:

- a. Contributing to the priorities of the Health and Wellbeing Board and partners to help reduce health inequalities across Barnet;
- b. Supporting the North Central London Estate Plan and the implementation of NHS Long Term Plan in responding to demand and integration of health and social care, including the use of developer contributions to support investment in healthcare infrastructure;
- c. Adopting the principles set out in Sport England's Active Design Principles;
- d. Providing access to free drinking fountains and public toilets and changing places in new and improved public realm as set out in Policy CDH03;
- e. Ensuring compliance with the Healthy Catering Commitment as set out in Policy TOW03;
- f. Applying the Healthy Streets Approach, as set out in the London Plan;
- g. Mitigating the impact of air pollutants as set out in Policy ECC02; and
- h. Deliver more sustainable and active travel as set out in Policy TRC01

8.20 Making Barnet a Safer Place

- 8.20.1 Despite Barnet being amongst the safest boroughs in London, crime and anti-social behaviour remain a key concern of local residents. Understanding how we can create safer environments through well planned good growth is key to the 'place-shaping' agenda.
- 8.20.2 As highlighted in the Children and Young People's Plan the Council conducts regular surveys to gain the views of young people. The top concern of this generation remains crime. As Barnet's population is forecast to become younger it is imperative that new generations have the opportunities to benefit from growth. Helping young people feel safer particularly at night, in parks and open spaces and on public transport is an important deliverable for the Council and this Local Plan.
- 8.20.3 Barnet's population is changing. With increased diversity and population mobility it is important that new communities integrate cohesively with settled ones. In order for Barnet's town centres to thrive and be successful they need to provide attractive and safe environments, particularly for the Night Time Economy.
- 8.20.4 Everyone should feel safe on the streets of Barnet, therefore the Council will continue to take tough measures to tackle anti-social behaviours. The planning system has an important role to play in reducing the opportunity for crime and disorder and making places safer. Well planned, mixed use areas, good quality public realm, carefully designed buildings, open spaces and neighbourhoods can "design out" crime and help to reduce the fear of crime. This includes appropriate lighting, encouraging natural activity, providing natural surveillance, reducing opportunities for concealment, appropriate placement of public realm and managing permeability ensuring the safety of pedestrians and cyclists. Proposals should reflect guidance in the NPPG and Secured by Design, the official UK Police flagship initiative for 'designing out crime'. In addressing Secured by Design principles developers are strongly encouraged to work with the Metropolitan Police's Secured by Design Officers and to aim to be awarded a Secured by Design Award. Developers should also obtain advice from the London Fire and Emergency Planning Authority (LFEPA). The Council will seek to ensure that any new transport interchanges are designed to help address personal safety and reflect Secured by Design, helping reduce the number of road traffic accident casualties. Measures to design out the effects of flooding is set out in Policy ECC02A.
- 8.20.5 Visual interest on a street can be created by entrances, windows and shopfronts which help contribute to a sense of security. Blank facades create a dead frontage with no interest and can be part of a building, boundary wall or fence or roller shutter to a shopfront. In particular larger windows or shopfronts can make a more positive contribution to the vibrancy of frontages. This is most important in town centres, local centres or on major roads where active frontages should be incorporated at street level to contribute to the vibrancy of a street.

Policy CHW03 - Making Barnet a Safer Place

The Council will:

- a. work with partners to tackle risks of terrorism, crime, fear of crime and anti-social behaviour;
- b. require development proposals to reflect 'Secured By Design' (see Policy CDH01) and work with the Metropolitan Police's Secured by Design Officers;
- c. expect measures to design out crime together with appropriate fire safety solutions to be integral to development proposals. These measures should be considered early in the design process
- d. work with the Metropolitan Police, London Ambulance and London Fire and Emergency Planning Authority to provide effective and responsive emergency services in Barnet;
- e. support the work of neighbourhood policing teams to make neighbourhoods in the Borough safer places to live in, work in and visit;
- f. encourage appropriate security and community safety measures in buildings, spaces and the transport system;
- g. require developers to demonstrate that they have incorporated design principles which limits the opportunities for crime and anti-social behaviour and thereby contributes to community safety and security in all new development;
- h. ensure that through the town centre strategy programme safer and more secure town centre environments are promoted; and
- i. promote safer streets and public areas including open spaces (see Policy CDH03).

8.21 Public Houses

8.21.1 Around 70 pubs have closed in Barnet since 2000. The COVID19 pandemic lockdown and social distancing measures have had a significant impact on the hospitality sector with many pub businesses not surviving. However, COVID-19 has highlighted the contribution of pubs to well-being and as a valued community destination away from home. Whether alone, or as part of a cultural mix of activities or venues, pubs are often an integral part of an area's day, evening and night-time culture and economy. Public houses can be at the heart of a community's social life often providing a local meeting place, a venue for entertainment or a focus for social gatherings. Barnet's evidence on Public Houses highlights that once pubs are lost to other uses it is unlikely that they will be returned to their original use. This is likely to be exacerbated by the impact of COVID19 on the survival of pub businesses.

8.21.2 The Government has made a number of changes to the Planning Use Classes Order to help protect pubs. In May 2017, the Town and Country Planning Act (General Permitted Development Order) (England) (2015) removed permitted development rights that previously allowed the conversion of pubs and bars to other uses such as shops, restaurants and cafés without planning permission. This change in legislation offered greater protection for pubs and also incorporated a permitted development right allowing pub owners to introduce a new mixed use (A3/A4) providing flexibility to enhance a food offer beyond what was previously allowed as ancillary to the main pub use. A further change to the Use Classes Order in 2020 has deleted the 'A Use Class' including A3 and A4 and reclassified public houses, wine bars, or drinking establishments as Sui Generis (in a class of its own). This provides further protection for existing pubs.

8.21.3 While pubs have been closing, evidence highlights that micro-breweries in Barnet have been emerging as successful SMEs. Local breweries can help bring life back into pubs as well as create jobs for the local community, save on costs for logistics and create a community focus.

8.21.4 Listing a pub as an Asset of Community Value (ACV) gives voluntary groups and organisations the opportunity to bid for it if it is put up for sale. An ACV listing does give communities an increased chance to save a valued pub or other local facility.

8.21.5 When assessing whether a pub has heritage, economic, social or cultural, value, the Council will take into consideration a broad range of characteristics, including whether the pub:

- is in a Conservation Area;
- is a locally- or statutorily-listed building;
- has a licence for entertainment, events, film, performances, music or sport;
- operates or is closely associated with a sports club or team;
- has rooms or areas for hire;
- makes a positive contribution to the night-time economy;
- makes a positive contribution to the local community; and
- caters for one or more specific group or community.

8.21.6 Where an application is based on a public house no longer being a viable commercial operation, appropriate marketing evidence will be required. This will need to show that there is no realistic prospect of a building being used as a public house in the foreseeable future and that the business has been marketed for at least 24 months as a pub at an agreed price following an independent valuation and in a condition that allows the property to continue functioning as a pub. The business should have been offered for sale locally and London-wide in appropriate publications and through relevant specialised agents. Adapting a public house for another community use would be preferable to its loss to another use.

Policy CHW04 – Protecting Public Houses

- a. The Council will:
1. protect public houses where they have a heritage, economic, social or cultural value to local communities, and where they contribute to wider policy objectives for town centres; and
 2. support proposals for new public houses in Growth Areas and town centres as part of mixed-use development.
- b. Proposals that involve the loss of public houses with heritage, cultural, economic or social value will be refused unless there is no viable demand for its continued use and the property has been long term vacant for a period of at least 12 months. Evidence of continued marketing over a 24 month period will be required.
- c. Where it is demonstrated that there is no demand for the public house the Council will support proposals for other community uses in accordance with Policy CHW01.
- d. Development proposals for redevelopment of associated accommodation, facilities or development within the curtilage of the public house that would compromise the operation or viability of the public house use will be resisted.

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

9 Chapter 9 - Economy

9.1 National and London Plan Policy Context

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

NPPF

Section 6 Building a Strong and Competitive Economy specifically paras 80, 81 and 82.

London Plan

Policy SD10 Strategic and local regeneration

Policy D13 Agent of Change

Policy HC5 Supporting London's culture and creative industries

Policy HC6 Supporting the night-time economy

Policy E1 Offices

Policy E2 Providing suitable business space

Policy E3 Affordable workspace

Policy E4 Land for industry, logistics and services to support London's economic function

Policy E6 Locally significant industrial sites

Policy E7 Intensification, co-location, and substitution

Policy E8 Sector growth opportunities and clusters

Policy E11 Skills and opportunities for all

9.2 Introduction

- 9.2.1 Barnet has a relatively low supply of established industrial sites and office accommodation. Requirements for this space are changing, partly in response to the COVID19 pandemic with the growth of homeworking but mainly in response to the manner in which businesses have modernised the ways they operate. The Local Plan can help to provide the conditions that modern businesses are seeking and thereby foster an economically sustainable place where Barnet residents have access to local jobs and services.
- 9.2.2 Barnet does not currently have a single economic hub. Office based firms are distributed across the Borough's network of town centres, in particular along the A1000. Light industry is more focussed around the M1 and A1. Over the lifetime of the Local Plan the majority of employment opportunities in the Borough will be provided at Brent Cross, the town centres (see Chapter 7) as well as the 22 designated Locally Significant Industrial Sites (LSIS).
- 9.2.3 The fundamental review of the Use Classes Order in 2020 with the creation of the new and wider Use Class E – Commercial, Business and Service Uses will allow greater flexibility to change between such uses and will have an impact on Barnet's town centres and designated employment areas. Coupled with changes in work practices there is greater uncertainty about office space (the former B1a use class which now forms part of Use Class E). However, the demand for B2 – General Industry and B8 – Warehousing is less impacted. This creates uncertainty such as at Brent Cross where there is planning consent for approximately 400,000 m² of former B1 office space. Changing requirements for modern office space should be met within Barnet's town centres as these are the most sustainable locations and have the potential to be used as more flexible centres for commercial activities, providing an attractive alternative to central London.

9.3 **Barnet Growth Strategy 2020-2030 – Growing the Local Economy and Supporting Local Businesses**

9.3.1 With high levels of self-employment and entrepreneurship in Barnet the Council wants to better understand the needs of small businesses and the challenges they face locally. The Council's Growth Strategy sets out the Council's approach to make Barnet '*a great place to live, work, do business and visit.*'

9.3.2 The Growth Strategy aims to attract a mixture of employment opportunities into town centres. It will support existing local businesses as well as encourage new business to locate or start-up in Barnet. Assistance can also be provided to support residents' ability to access employment and skills training as part of getting local people into work.

9.3.3 Providing affordable and flexible workspace helps small to medium enterprises (SMEs) to thrive and continue their contribution to Barnet's prosperity.

9.4 **Local Economy Evidence Base**

9.4.1 Barnet's economic evidence base is comprised of a range of studies. These include the London Office Policy Review (LOPR), London Industrial Land Demand Study (LILDS), West London Employment Land Review (WLELR) and Barnet's Employment Land Review (BELR). Both were produced on the basis of the pre-2020 Use Classes Order. The BELR considered Barnet's supply of office and industrial space as well as the prospects for the office market and jobs growth. It also set out the opportunities for affordable workspace in Barnet. Both the BLER and the WLELR studies demonstrate that industrial space is needed and safeguarding of existing industrial land is a priority.

9.5 **Employment**

9.5.1 In terms of local employment the BELR highlights that jobs may be lost as a consequence of constraints within Barnet's commercial property market. A reduced stock, leading to rising rents, together with a lack of new investment could lead to businesses moving out of the Borough. The situation is compounded by competition between the residential and commercial markets. Following the introduction in 2020 of the wider Use Class E for commercial, business and services use (and subsequent reforms) it remains unclear if greater flexibility for commercial uses will strengthen it's protection from conversion to residential.

9.6 Office

9.6.1 Produced before COVID19 and the introduction of Use Class E in 2020 the LOPR and BELR were positive about the prospects for new office space in Barnet. The Brent Cross proposals will create a significant employment location in the Borough which is anticipated to have a positive impact on the demand for office space in the Borough. While the Office Guidelines provided in Annex 1 of the London Plan advises that the Council should only protect small office capacity in Edgware, Chipping Barnet, Finchley Central, North Finchley and Whetstone the BELR is more positive regarding the ability of Barnet's Town Centres to accommodate new office space.

9.6.2 The BELR states that the Barnet office market:

- is dominated by small firms. Many of these self-employed, single person businesses will be operating from their own homes.
- similarly to the rest of London it is less restricted in regards to occupation of buildings due to the adoption of technology and new business processes.
- is well placed to provide space for smaller occupiers who want to be a part of a 'business community', where they can interact with other businesses and enjoy flexible terms.
- Could reach up to 42,000 jobs by 2036, with a net additional demand for office floorspace in Barnet of at least 67,000m² over the period 2016-36. However, the speed with which Brent Cross office development (395,000 m²) is delivered will determine this growth.
- The overall picture is of a small-scale market meeting largely local demand, notwithstanding a small number of freestanding corporate headquarters. The market is very vulnerable to pressure for residential conversion and, even without permitted development is prone to attrition and gradual loss of employment land. The BELR highlights that the biggest risk to supply is gradual loss.

9.6.3 The impact of greater flexibility on changing between commercial uses and changes in work practices as a consequence of COVID19 are most likely to be felt in the office market. The nature of Barnet's office market may put it in a better position to respond to these changes within the network of town centres.

9.6.4 The Council has taken measures to decrease the vulnerability of the employment market in the Borough by introducing an Article 4 Direction³⁷ to remove the permitted development rights for office and light industrial uses to residential in nine town centres, the LSIS sites, Business Locations and two out of town centre office blocks. The Council recognises that overtime some buildings in these areas will be in need of renewal, but loss of employment space will not be supported.

9.6.5 Over the Plan period Brent Cross, Edgware and the District Town Centres will continue to represent the key areas of office based growth and job creation, especially for small to medium sized enterprises. There will also be opportunities for jobs creation in the New Southgate Opportunity Area in the latter stages of the Local Plan. The Council will work with developers to deliver a range of employment opportunities in town centre locations, especially those with good public transport access.

9.7 Industry

9.7.1 The London Industrial Land Demand Study (LILDS) identifies Barnet as needing to retain industrial land as the vacancy rates are below the London average. London Plan Policy E4 requires a sufficient supply of land and premises to meet current and future demands for industrial and related functions should be provided and maintained.

9.7.2 The BELR and WLELR both highlight that although the majority of Barnet's industrial stock is small and ageing there is little vacancy. However, this lack of availability does indicate supply issues which have contributed to increased rents for industrial land in the Borough. On the basis of a land demand methodology the LILDS estimates that Barnet would need 7.3ha of industrial land to meet forecast demand across industrial sectors while the WLELR, using a labour demand methodology, indicates that 13.5ha would be required. Despite the differing methodologies both studies demonstrate that industrial space is needed in Barnet and there is opportunity to strengthen the role of industrial uses in the local economy. The studies also strongly support the safeguarding of existing industrial land, ensuring that it is managed for retention and growth and/or intensification, with no net loss of industrial land being paramount.

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

9.7.4 Intensification presents challenges for the smaller areas of LSIS in Barnet. Proposals for intensification should provide, a detailed description of existing/intended use, site size, options for optimal building configuration, how the principal of 'no net loss' is being achieved and the operational yard space required (including, if necessary, employee car parking) to ensure that the proposal does not compromise the operational functioning of the site, and/or create issues for neighbouring businesses or surrounding roads with loading and parking occurring off-site.

- 9.7.5 Another approach for the delivery of employment use is to co-locate uses. Within LSIS this may result in formalised employment mixed use such as research and development (formerly B1c) and B8 (storage and distribution). On the edge of town centres a mix of non-office employment and residential may be appropriate depending on how the design of the site is configured to enable the residential and non-office uses to operate without negatively impacting on each other.
- 9.7.6 Co-location of residential uses in a LSIS can prove problematic for both the existing businesses and new residents in regards to impacts of noise, dust, operating hours as well as traffic vehicle manoeuvres and overall quality of amenity. The Agent of Change principle set out in the London Plan Policy D13 aims to protect the existing uses and prevent impacts on business operations in planning terms, however, this may not prevent the new residents from making complaints to Council and placing pressure on businesses to close or relocate. For these reasons any applications for co-location in an LSIS must be employment led³⁸ and demonstrate how a development will enable the continued functioning of the LSIS while delivering high quality residential accommodation that meets high quality design standards such as; triple glazed windows, careful consideration of siting of opening windows and balconies, the inclusion of air filtering mechanisms and high standards of sound insulation.
- 9.7.7 On non-designated industrial sites if co-location is proposed as an approach or a residential use is proposed adjacent to an operating industrial use the highest possible building and design standards should be demonstrated to ensure business operation either onsite or those in the surrounding area are not impacted by the proposed residential use. London Plan Policy E7C requirements should also be met. For the residential element high quality design would be expected as set out above in para 9.7.6.
- 9.7.8 In terms of industrial space, the BELR and WLELR highlight that:
- While manufacturing and other industrial activity is in decline, there continues to be strong demand from companies wanting to occupy 'industrial' buildings. Barnet needs to find a way of accommodating the needs of this diverse group of occupiers.
 - Barnet should retain its industrial land as supported by the London Plan and its underpinning evidence base the 2017 London Industrial Demand Study. In retaining land the Council should also seek to intensify economic activity.
 - 'Industrial' type businesses require higher specification with flexible space. New stock, if provided, is likely to use land more intensively and to provide more flexible space that is appropriate to modern business processes.

9.8 Article 4 Direction

- 9.8.1 The Valuation Office Agency Business Floorspace Statistics 2016³⁹ states that Barnet's stock of office floorspace is 343,000m². The Permitted Development Right to change office into residential has resulted in Barnet losing over 40,000m² of office space (May 2013-March 2017). The Council has made Article 4 Directions⁴⁰, restricting the change of use from employment (Former Use Classes B1a and B1c) to residential use (Use Class C3). The Article 4 Directions came into force in October 2019 prior to the changes to the Use Classes Order in 2020. However, they continue to serve as a safeguard for commercial, business and service uses.
- 9.8.2 Sites within the Article 4 Direction have been selected for their importance to the economic sustainability of Barnet. The distribution of Article 4 Direction areas highlights the dispersed nature and variety of employment sites in Barnet.

9.9 A Vibrant Local Economy

- 9.9.1 Barnet's designated LSIS, are the focus for development of light industrial, Class B2 (general industry) Class B8 (storage and distribution) and employment generating sui generis uses. Brent Cross, Edgware, the District Town Centres and potentially New Southgate in the latter stage of the Local Plan are the focus for accommodating office development and light industrial uses appropriate for town centres.
- 9.9.2 Industrial land uses and office space continue to make a valuable contribution to the local economy and provide important local services as well as jobs. The Council seeks to protect industrial land and office space alongside planned growth of new business space. This approach is supported by Policies E2 and E6 of the London Plan.
- 9.9.3 Barnet's LSIS are listed in Table 14. Following recommendations in the BELR and to provide consistency with the Article 4 Designations seven new LSIS have been designated, this is also consistent with London Plan policy of recognising previously non-designated industrial sites. The Council has designated new LSIS at Bittacy Hill, Coppetts Centre, Falkland Road (Alston Works), Hurricane Industrial Park and Propeller Way. Permitted development changes of use from employment to residential on the Grenville LSIS and on part of the Lancaster Road LSIS have resulted in the de-designation of Grenville LSIS and a portion of the Lancaster Rd LSIS. Revisions to LSIS are shown in the Changes to the Policies Map document.

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

Site Name	Article 4	Area (ha)
Queen’s Road Industrial Estate	Yes B1a & B1c	0.9
Falkland Road (Alston Works)	Yes B1a & B1c	0.5
Hadley Manor Trading Estate	Yes B1a & B1c	0.8
Redrose Trading Centre	Yes B1a & B1c	0.5
Lancaster Road	Yes B1a & B1c	1.2
Granard Business Centre and Churchill House	Yes B1a & B1c	0.8
Bunns Lane Works	Yes B1a & B1c	0.6
Mill Hill Industrial Estate	Yes B1a & B1c	1.0
Hurricane Industrial Park	Yes B1a & B1c	0.4
Propeller Way	Yes B1a & B1c	0.4
Connaught Business Centre	Yes B1a & B1c	1.0
Garrick Industrial Centre	Yes B1a & B1c	7.4
Bittacy Hill Business Centre	Yes B1a & B1c	0.8
Finchley Industrial Centre	Yes B1a & B1c	0.9
Oakleigh Road South (Railway Yard)	No	3.5
Brunswick Industrial Park	B1a & B1c	4.0
Coppetts Centre Colney Hatch	Yes B1c	1.1
Colindale Technology Park and Cecil Rd	Yes B1a & B1c	0.8
100 (30-120) Colindeep Lane	Yes B1c & B8	1.3
North London Business Park	Yes B1a & B1c	16.2
Squires Lane	Yes B1 & B1c	4.3
Regent Office Park	Yes B1a	2.3
	Total Area	50.7

- 9.9.4 Outside LSIS all employment spaces will be protected where viable to enhance Barnet's local economy and support enterprise potential. Effective marketing is where a site has been continuously actively marketed both for sale and rent for a period of 12 months at an appropriate price which can be agreed in advance with the Council (at pre-application stage if appropriate) for re-use or redevelopment for employment use and no interest has been expressed. Any redevelopment should then be employment led. An employment led development is one where the employment generating (as defined by ECY01) floorspace is greater in proportion to the other uses proposed on the site and results in no net loss of employment space.
- 9.9.5 The principle of 'no net loss' relates to the whole site i.e. it includes employment floorspace and includes land area around the building(s) as this can be utilised as yard and loading space which can be particularly important for the effective functioning of industrial uses.
- 9.9.6 The impact on local employment will be considered using the HCA Employment Density Guide 2015, or updated equivalent, and re-provision, preferably business units, which can secure an equivalent amount of floorspace and level of employment. will be favoured. A financial contribution will be required for the refit of existing employment space in the Borough or for employment training, where this cannot be delivered. Further details are set out in the SPD on Contributions to Enterprise, Employment and Training.
- 9.9.7 Developers intending to bring forward commercial space in the Borough should enter into preapplication discussions with the Council. This will enable the requirements of workspace providers to be considered early on in the design of the proposal. The Council will expect all new commercial space to be designed to appropriate floor to ceiling heights and fitted out to a standard that allows for a straightforward occupation for commercial tenants. The LLDC Employment Space Design Study offers examples of such space standards across a range of commercial uses. This is regarded as offering appropriate templates for employment floorspace design that are relevant to London.
- 9.9.8 Proposals for alternative uses within the designated Locally Significant Industrial Sites (LSIS), will only be supported where the development is employment led and does not harm the functioning of the LSIS. Proposals for development of new or extensions to former Class B1 uses, which are outside of the designated areas (i.e. Locally Significant Industrial Sites, as well as Brent Cross, Major and District Town Centres) must not negatively impact on the character of the surrounding area.

Policy ECY01: A Vibrant Local Economy

The Council will seek to protect and promote new employment opportunities and create a vibrant local economy across Barnet by:

Office

- a) Safeguarding office space in Town Centres and edge of centre locations. Any proposals for redevelopment of office uses outside these locations must demonstrate that the site is no longer suitable and viable and that an alternative business use including affordable workspace solutions has been considered and that a suitable period of active marketing has been undertaken. Where this can be demonstrated the proposal will be expected to provide appropriate mixed use re-development including residential and community use as well as re-provision of employment use.
- b) Supporting up to 67,000 m² (net) of new office space in District Town Centres, to accommodate small and medium enterprises (SME) and supplement office accommodation (395,000 m²) already approved for Brent Cross.

Industrial

- c) Supporting appropriate proposals within a Locally Significant Industrial Site (LSIS) that are one or a combination of the following uses:
 - Class B2 (general industry);
 - Class B8 (storage or distribution); and/ or
 - Uses related to light industrial or research and development;
 - Sui Generis uses, where this use is an employment generating use compatible with an industrial use⁴¹;

Any office uses within a LSIS should be ancillary to the other employment uses on site and be directly related to the majority uses proposed.

- d) Supporting intensification of uses listed in (c) in a LSIS where it can be demonstrated that the design does not impact on the operational capability of the proposal site or the neighbouring sites within the LSIS.
- e) Supporting affordable workspace solutions where the uses are within the use classes set out in (c).
- f) Warehousing uses or uses which generate high levels of movement should be located in close proximity to tier one and two roads and minimise impacts on residential areas.

- g) Where co-location of residential uses is proposed in an LSIS the development should be employment led and the Agent of Change Principle used in favour of existing and proposed employment uses. The introduction of residential uses into an LSIS should not prejudice its ability function as an industrial area.

General

- h) Seeking to protect existing office accommodation and light industrial uses in areas covered by Article 4 Direction. The loss of employment accommodation in these areas will not be supported.
- i) In assessing proposals for alternative uses to those outlined in (a), (b) and (c), on non- designated employment sites, as well as London Plan Policy E7C the following will be taken into consideration:
- i. Premises have been vacant for over 12 months and have no reasonable prospect of being occupied, following demonstrable active marketing during this period using reasonable terms and conditions, with the exception of meanwhile uses in accordance with j) iii).
 - ii. Loss of a commercial use at ground-floor level.
 - iii. Contribution of the proposed use to the Council's growth objectives for the local area.
- j) Supporting new employment space outside of the locations outlined in (a), (b) and (c) if the following criteria are met:
- i. The new employment use would contribute towards the Council's regeneration objectives.
 - ii. Employment uses which generate high levels of movement should be located in close proximity to tier one and two roads
 - iii. The new use does not have any adverse impact on residential amenity.
 - iv. The site is not allocated for an alternative use including residential, education or community uses
- k) Requiring all employment space to be designed to appropriate floor to ceiling heights and space requirements for the intended uses including on site servicing and space for waiting or goods vehicles.
- l) Expecting all proposals for new employment space to undertake a Transport Impact Assessment as set out in Policy TRC01.
- m) Financial contributions will be secured from development that results in a net loss of employment floorspace to invest towards improving employment space elsewhere in the Borough and/ or towards training and other initiatives that seek to promote employment and adult education in the Borough.

9.10 Affordable Workspace

9.10.1 The London Plan defines Affordable Workspace as:

“workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose. It can be provided and/or managed directly by a dedicated workspace provider, a public, private, charitable or other supporting body; through grant and management arrangements (for example through land trusts); and/or secured permanently in perpetuity or for a period of at least 15 years by planning or other agreements.”

9.10.2 Affordable workspace is differentiated from low cost work space, which is secondary and tertiary space that is available at market rents but these rents are at the lower end of the market due to one or more of the following the low specification (in comparison to prime space); is found in non prime locations; and/or is in older building stock.

9.10.3 The BELR highlights that 98% of businesses in Barnet have less than 49 employees, and that 22% of businesses are self-employed. Micro and small businesses are therefore very important to Barnet’s economy. The trend across London is that the numbers of such businesses will increase. The BELR recommends that Barnet should retain its existing stock and provide, opportunities for an increased provision of affordable and flexible workspace. This will help Barnet retain a sufficient range of stock of both varying quality and size. In particular the BELR highlights that:

- Retaining a range of employment stock can help suit the different levels at which firms find premises ‘affordable’. Occupier preferences are changing the ways in which they use built stock, with implications for markets across London. The rapid growth in serviced, managed and collaborative spaces is evidence of major economic change.

9.10.4 The BELR emphasises the need for the provision of affordable and low cost floorspace in a variety of formats to support the needs of start-ups and SMEs. Policy ECY02 sets out a requirement that within Barnet’s designated employment areas, Brent Cross, Edgware, New Southgate and District Town Centres any major commercial development schemes or mixed-use schemes should provide a minimum of 10% of the gross floorspace affordable workspace, either on or off-site.

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

Table 15 – Estimated Base Build Costs

Space	Base build cost rate £psf*
Light Industrial	£93
Office	£217
Kitchens	£105

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

9.10.6 Affordable workspace and/or any offset contributions will be secured through S106 legal agreement with the Council. A Council registered workspace provider should also be secured, preferably before the grant of planning consent. Affordable workspace should be provided in perpetuity.

Policy ECY02: Affordable Workspace

The Council will promote economic diversity and support existing and new business development in Barnet by requiring through legal agreement:

- a) New employment space in the Borough's designated employment areas and mixed use development, in Brent Cross, Edgware, New Southgate and District Town Centres should provide affordable workspace, equating to a minimum of 10% of gross new employment floorspace, or equivalent cash-in-lieu payment for off-site provision of affordable workspace.
- b) new employment provision should include a range of unit sizes and types such as affordable and flexible workspaces and working hubs that allow for 'touch down' working. Uses should be appropriate for the location and in accordance with ECY01.
- c) Developers should liaise with managed workspace providers at the design stage of the development to determine end user requirements and ascertain a range of unit sizes that are flexible, suitable for subdivision and configuration for new uses and activities, including for occupation by small or independent commercial enterprises.
- d) Mixed use development proposals in town centres should consider the provision of flexible space within the scheme that can be used by individual workers, start-ups and as accelerator space.

9.11 Local Jobs, Skills and Training

9.11.1 Barnet's Growth Strategy emphasises the importance of having a skilled local workforce and the positive impact this can have on economic growth.

Promoting economic and social inclusion in Barnet is a major priority for the Council, ensuring that residents seeking work have the right skills and opportunities to gain employment. Barnet's Work, Skills and Productivity Action Plan prioritises support for young people between 16 and 24 and is working directly with those furthest from the labour market to unlock opportunities to access employment. It is also seeking to improve pathways into work by prioritising high growth sectors; and delivering at scale and pace to ensure a fast recovery and prevent many residents from falling out of work.

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

9.11.3 The SEET SPD sets out a requirement for developers to enter into a Local Employment Agreement (LEA) with the Council in order to deliver a range of benefits to residents. Benefits include:

- Apprenticeships;
- Work experience;
- Progression into employment for those dependent on benefits;
- Local labour;
- Local suppliers; and
- End use jobs (where appropriate)

9.11.4 The majority of major developments can provide opportunities for apprenticeships, and work experience for residents and local suppliers in the construction phases. Where a development is creating 20 or more full time end use jobs then the Council will seek to secure employment opportunities for Barnet residents.

9.11.5 Financial contributions may be accepted in exceptional circumstances in lieu of onsite or development related employment provision. The LEA and/ or financial contributions will be agreed as part of the s106 Agreement. However, outline LEAs should be agreed as part of the application process to ensure the Council and applicants are aware of the implications of the LEA on the development and its timetable.

9.11.6 Developers should liaise with the Council's Business, Employment and Skills Team when producing the LEA.

Policy ECY03: Local Jobs, Skills and Training

The Council will seek to increase local employment opportunities from development in the Borough by:

- a) Requiring qualifying development to provide a Local Employment Agreement which sets out the skills, employment and training opportunities to be delivered from the development including end use jobs. Financial contributions to offset unfulfilled LEA deliverables may be accepted in exceptional circumstances.
- b) Delivering construction-phase training in conjunction with the Council's recognised providers.
- c) Requiring compliance with other jobs, skills and training requirements of the Council's Delivering Skills, Employment, Enterprise and Training (SEET) from Development SPD (2014) or any subsequent SPDs.

10 Chapter 10 - Environment and Climate Change

10.1 National and London Plan Policy Context

10.1.1 Specific National and London Plan Policies to be taken into account.

NPPF

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

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

Section 14 Meeting the challenge of climate change, flooding and coastal change specifically paras 149 to 165.

Section 15 Conserving and enhancing the natural environment specifically paras 170 to, 183.

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Policy GG6 Increasing efficiency and resilience

Policy D13 Agent of change

Policy G1 Green infrastructure

Policy G2 London's Green Belt

Policy G3 Metropolitan Open Land

Policy G4 Open space

Policy G5 Urban greening

Policy G6 Biodiversity and access to nature

Policy G7 Trees and woodlands

Policy G8 Food growing

Policy G9 Geodiversity

Policy SI1 Improving Air Quality

Policy SI2 Minimising greenhouse gas emissions

Policy SI3 Energy Infrastructure

Policy SI4 Managing heat risk

Policy SI5 Water infrastructure

Policy SI7 Reducing waste and supporting the circular economy

Policy SI8 Waste capacity and net waste self-sufficiency

Policy SI9 Safe guarded waste sites

Policy SI10 Aggregates

Policy SI11 Hydraulic fracturing (Fracking)

Policy SI12 Flood risk management

Policy SI13 Sustainable drainage

Policy SI14 Waterways – strategic role

Policy SI15 Water transport

Policy SI16 Waterways – use and enjoyment

Policy SI17 Protecting and enhancing London's waterways

Mayor of London Sustainable Design and Construction SPG

Mayor of London All London Green Grid SPG

10.2 Introduction

10.2.1 Ensuring a clean, pleasant and well-maintained environment is a top priority of the Council.⁴² Through the implementation of Local Plan policies the Council will manage growth to help deliver this environment as part of its approach to the mitigation of, and adaptation, to climate change. Development can be made more sustainable by measures such as passive solar design, natural ventilation, green and brown roofs and sustainable drainage systems. Details of how this can be achieved are set out in the Council's more detailed planning guidance. Barnet's suite of design guidance SPDs together with the Green Infrastructure prioritise the protection and enhancement of the environment and biodiversity and clarify requirements on the prudent use of natural resources.

10.2.2 This Chapter provides policy guidance on a range of environmental matters including:

- Reducing carbon emissions;
- Environmental considerations including air and noise pollution, flood and water management as well as waste;
- Protecting Green Belt and Metropolitan Open Land;
- Making the best use of Barnet's parks and open spaces; and
- Biodiversity.

10.3 Reducing carbon emissions in new and existing development

10.3.1 The Mayor of London has set a target for London to become a zero-carbon city by 2050. In order to deliver this the Local Plan addresses the level of emissions from the existing building stock, retaining and reusing buildings to avoid the material and energy costs of new development. Creative adaptation can dramatically reduce the whole-life energy costs and waste impacts from demolition and replacement, even where the proposed development would be energy efficient. Where ongoing energy performance is unsatisfactory, there will almost always be scope for suitable adaptations to be made through careful consideration of the most appropriate options for insulation, power use and power generation. Developments unable to meet the carbon targets set by the Mayor of London will need to contribute to the carbon offset fund.

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

10.3.3 Intrusive interventions, such as micro generation technology, can harm the significance of a heritage asset and local character. Detailed advice on how heritage assets can be adapted to new technologies or materials without harming their significance is available from Historic England.

10.4 Energy Generation

10.4.1 Developers should provide more sustainable and efficient methods of supplying heat and power than traditional energy supply systems. The design, construction and operation of new buildings should be informed by the Mayor's Energy Hierarchy with opportunities for onsite energy and heat production maximised.

10.4.2 The majority of the Borough is within a Heat Network Priority Area⁴³. Developers should ensure that any proposed Heat Networks operate effectively and efficiently while taking into account air quality and the net zero carbon target. Developers should also provide information to the Council on how the system is to be managed, especially if it is not part of a larger network. Residents must be able to easily contact the appropriate persons to raise concerns, and have maintenance and repairs undertaken within appropriate timeframes.

10.5 Carbon Reduction

10.5.1 Developments providing renewable sources of energy for heat and power are an important mechanism of delivering more sustainable development. The Council will encourage all developments to explore possibilities of supplying onsite renewable energy to the homes and business spaces they are creating. All energy related technology used in a development should complement each other and the primary source of energy. The renewable energy technologies chosen should also result in lower carbon emissions than more traditional technologies. All renewable technology provided in a development should also be individually monitorable.

10.5.2 Major and large-scale development should have a net zero carbon target. For minor development efforts should be made to make the fullest contribution to minimising carbon emissions and meet a carbon reduction target of at least 6% beyond the latest Building Regulations and demonstrate how the Mayor's Energy Hierarchy has been used to achieve this.

10.5.3 Major developments should comply with the Mayor's Energy Hierarchy and have reductions in accordance with London Plan Policy SI 2 Minimising Greenhouse Gases. However, this figure is subject to change through the Building Regulations. Developers should utilise the energy hierarchy and renewable technologies such as heat pumps and solar panels to assist them in meeting these targets and maximising opportunities for onsite electricity and heat production.

10.5.4 Major developments should submit energy strategies with planning applications to demonstrate how these targets will be met. Guidance on how to prepare energy strategies is available on the Mayor of London's website. Minor developments should also submit a strategy that is proportional to the development. Further detail is available in the Council's suite of design guidance SPDs.

10.5.5 Where carbon reduction targets are unable to be met onsite a carbon offset contribution will be sought. The value of the offset contribution will be calculated in accordance with the Mayor of London's price of non-traded carbon per tonne.

10.5.6 To enable appropriate assessment of planning applications and that new and refurbished buildings meet the NPPF and London Plan requirements for carbon reduction, applications for development are expected to provide the information detailed in Table 16 below in accordance with the proposal size.

Table 16 Energy use in new buildings requirements

	Development Scale
Proposed development should provide an Energy Assessment which demonstrates compliance with the London Plan energy hierarchy, ⁴⁴ 'cooling hierarchy' the London Plan carbon dioxide requirements and where relevant decentralised energy. The Energy Assessment should be completed in accordance with the GLA Energy Assessment Guidance 2020.	Major, Large scale
Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan energy hierarchy. Developments are expected to achieve carbon reductions 6% beyond Part L from energy efficiency measures to reduce energy demand as far as possible.	Minor
Proposed development to ensure that at least 1 car parking space in 5 (i.e. 20%) is provided with a suitable electrical charging point; with passive provision for the remaining spaces.	Minor, Major, Large scale
Decentralised Energy (DE)	Major, Large Scale
Heat risk assessment	Major, Large scale, Minor - where single aspect units are proposed.

10.6 Barnet's Existing Building Stock

10.6.1 Nearly 66% of Barnet's housing stock was built before 1944 (compared to a national figure of 40%). The Building Research Establishment Housing Stock Model⁴⁵ estimates the number 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 based on annual energy costs for space and water heating. The Model highlights that 22,000 properties in the private sector have inadequate thermal comfort and over 14,000 properties had in 2009 a SAP rating of less than 35. The BRE Model showed that households in the west of the Borough were more likely to fail the Decent Homes Standard and be occupied by a vulnerable person. The London Mayor Building Stock Model 2021⁴⁶ demonstrates that the majority of Barnet still has building stock with an Energy Performance Certificate (EPC) rating of either a D or an E. This indicates that the majority of Barnet homes still have level an average (D) or below rating for energy efficiency, However, the London Energy and Greenhouse Gas Inventory (LEGGI)⁴⁷ does report a decrease in the domestic greenhouse gas emissions of 39kt of carbon between 2017 and 2018 for Barnet.

10.6.2 Due to its age Barnet's housing stock has a relatively high level of carbon emissions. The Council operates a private sector decent homes programme targeted at vulnerable households, which has seen homes provided with measures to reduce fuel poverty, such as insulation, and improvements to heating systems.

10.6.3 However, all the Borough's existing building stock contains embodied carbon, demolishing and replacing existing buildings requires a reinvestment in embodied energy and other resources. Where possible the reuse of existing buildings should therefore be considered. Research undertaken by Heritage Counts has demonstrated that the sympathetic refurbishment, retrofit and/or conversion of historic buildings can result in lower estimated carbon emissions by 2050 than new builds when taking embodied carbon into account. This provides an important argument for the retention of existing buildings in Barnet especially its 2,206 Statutorily Listed buildings and 1600 Locally Listed buildings, as overtime these are likely to need refurbishment and /or retrofit to ensure they continue to be fit for use.

10.7 Choosing Sustainable Locations for Development

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

- 10.7.2 There is a variety of measures which developers can incorporate into their developments to make them more sustainable for example the use of passive solar design, natural ventilation, green and brown roofs, sustainable drainage systems and rainwater systems. Greater detail on these measures can be found in the Council's suite of design guidance SPDs together with the Green Infrastructure SPD. The greening of the built environment provides a significant contribution to climate change mitigation and adaptation. Barnet's green areas contribute to urban cooling and act as Barnet's 'green lungs'. Trees, other green vegetation and soils can act as carbon reservoirs, absorbing and storing carbon over long periods of time. Through measures such as the Urban Greening Factor (London Plan policy G5) and those outlined in the Green Infrastructure SPD, the Council can enhance Barnet's network of green spaces, better understand the ecosystems within the Borough and how these can contribute to reducing the urban heat island effect, and improving resilience to climate change.
- 10.7.3 Barnet values the services trees offer the Borough not only for the amenity and habitat value they provide but also for their ability to assist the Borough in managing the heat island effect and improving air quality, this is set out in the Barnet Tree Policy document. Barnet has the ambitious target of planting 900 trees per annum. Any loss of trees or greenspace for private development will therefore need to be adequately compensated.
- 10.7.4 Other issues that have arisen as buildings have become more heat efficient are the internal air quality and buildings overheating. Overheating has become a significant problem in London due to the higher average temperatures and extreme weather events combining with the urban heat island effect. Policy SI4 of the London Plan addresses this issue and provides a cooling hierarchy for development as part of their required Energy Strategy. An assessment of heat risk and how a proposed development will manage heat risk should accompany major for both non residential and residential development; minor applications should also undertake this assessment if there are single aspect units proposed. Guidance on producing overheating reports is provided by the Chartered Institute of Building Services Engineers.

Policy ECC01 – Mitigating Climate Change

The Council will seek to minimise Barnet's contribution to climate change and ensure that through the efficient use of natural resources the Borough develops in a way which respects environmental limits and improves quality of life. The Council will:

- a) Concentrate growth in the identified Growth Areas and existing town centres in order to better manage the impacts of growth on the climate.
- b) Promote the highest environmental standards for development and through guidance provided in the Council's suite of design guidance SPDs together with the Green Infrastructure SPD will continue working

to deliver exemplary levels of sustainability throughout Barnet in order to mitigate and adapt to the effects of a changing climate.

- c) Expect all development to be energy-efficient and seek to minimise any wasted heat or power and meet the requirements of Policy CDH02.
- d) Development is expected to be in accordance with the Mayor's Energy Hierarchy to reduce carbon dioxide emissions.
 - i) All major development will be required to demonstrate, through an Energy Statement accordance with Part L of the Building Regulations and London Plan policies SI2 and SI3 including compliance with the Mayor's net zero carbon targets.
 - ii) For minor development efforts should be made to make the fullest contribution to minimising carbon emissions and meet a carbon reduction target of at least 6% beyond the latest Building Regulations and demonstrate how the Mayor's Energy Hierarchy has been used to achieve this.
- e) Where Decentralised Energy (DE) is feasible or planned, major development will either provide:
 - suitable connection
 - the ability to connect in future
 - a feasibility study; or
 - a financial contribution to a proposed feasibility study.
- f) All schemes are encouraged to incorporate renewable energy initiatives into development proposals, where feasible.
- g) Expect development to demonstrate how it will manage heat risk in accordance with London Plan Policy SI4.
- h) The Council will support retrofitting existing buildings and encourage solutions that minimise or avoid harm to a heritage asset's significance while delivering improved energy performance or generation.
- i) Where the carbon targets for a development cannot be fully achieved a contribution will be sought to a value calculated using the latest non-traded price of carbon per tonne identified by the Mayor of London.
- j) Developments are required to demonstrate how sustainable design and construction methods are incorporated into the proposal to enable the development to mitigate and adapt to climate change over its intended lifetime.

10.8 Environmental Considerations

10.9 Air and Noise Pollution

10.9.1 Significant housing growth in the Borough involves locations such as along major thoroughfares (Policy GSS11). Within Barnet, emissions from traffic have the most severe and pervasive impact on air quality where air and noise pollution is an issue. The pollutants are produced within the combustion process. The two main air pollutants of concern within the Borough are Nitrogen Dioxide (NO₂) and fine particles (PM₁₀); research has shown the most harmful fraction of these fine particles is PM_{2.5}. Nitrogen dioxide is a toxic gas and fine particulate matter is a mixture of particles and droplets with a diameter of less than 10 (PM₁₀) or 2.5 micrometres (PM_{2.5}). Other significant sources of particulate matter are construction, commercial cooking and wood burning. Barnet is an Air Quality Management Area (AQMA) and an Air Quality Action Plan for Barnet, which is updated annually, has been developed to improve air quality. Consistency with Barnet's Air Quality Action Plan and the Mayor's Environment Strategy⁴⁸ will be important material considerations in assessing proposals.

10.9.2 All major and large scale developments are required to submit an Air Quality Assessment with planning applications and designs for any necessary mitigation proposals. This also applies to minor development for proposals within areas of poor air quality or where development could potentially cause significant harm to air quality.

10.9.3 Applications for major developments will need to include an air quality neutral assessment in accordance with the latest GLA air quality neutral guidance. This shall assess the emissions of the proposed development (buildings and transport) and either compare them to benchmarks or, in the absence of a suitable benchmark, against the previous use. If the benchmark is exceeded or there is an increase in emissions from the previous use then further mitigation measures or a proportional Marginal Abatement Cost (MAC) will be necessary. The abatement measures may be on or off site. If offsite, a payment for the measures could be secured using a Section 106 agreement if the developer is not going to deliver them, The abatement measures should be effective for the pollutant and the cost be proportional to the size of the exceedance. If the abatement measures are insufficient or not possible then a MAC payment will be sought, this will be calculated using the current value or cost for each tonne of the pollutant above the benchmark using the GLA guidance and the DEFRA Air quality appraisal: damage cost guidance⁴⁹. This will be secured through a s106 obligation.

10.9.4 For large scale developments (over 150 units) the site will need to show it is air quality positive and provide assurance through an Aq positive statement at the initial stage of the application in accordance with the GLA guidance.

10.9.5 This method shall ensure that poor air quality in Barnet does not deteriorate further as a result of development.

10.9.6 Developers are also encouraged to consider how the design of public realm and planting schemes can benefit air quality in and around a development.

10.9.7 Table 17 below provides information on the requirements for Air Quality Assessment and the level of detail required, further guidance on air quality is provided in the Council's suite of design guidance SPDs.

Table 17 Air quality requirements

	Development scale
Where development could potentially contribute to a worsening of local air quality an air quality assessment is required.	<ul style="list-style-type: none"> - Minor - Major, Large scale with the potential to increase and/or change road traffic - Commercial or industrial use requiring environmental permitting⁵⁰ - Development proposing a Combined Heat and Power plant or biomass boiler
Developers are to design their schemes so that they meet the Air Quality Neutral emission benchmarks for Buildings and Transport as set out in Mayor of London Guidance. Large scale developments will need to adopt an air quality positive approach.	All major and large scale developments
Developers shall select plant that meets the standards for emissions from combined heat and power and biomass plants set out in Appendix 7 of the Mayor of London's Sustainable Design and Construction SPG	Mixed user major and large scale development proposing a Combined Heat and Power Plant or biomass boiler
Proposals may be required to demonstrate how the development is designed to reduce people's exposure to air pollutants to acceptable levels through an air quality assessment.	Minor, Major, Large scale
Restaurants or other odour emitting premises will be required to locate flues appropriately to avoid nuisance to neighbouring occupiers.	All Class E(b), restaurants, takeaways and other odour emitting businesses and services.
Developers should comply with the minimum standards on construction dust management that are detailed in the Mayor of London's Control of Dust and Emissions During Construction and Demolition SPG providing an Air Quality and Dust Risk Assessment and where necessary an Air Quality and Dust Management Plan	Minor, Major, Large scale
Non Road Mobile Machinery used on construction sites should meet Stage IIIA of EU Directive 97/68/EC and its subsequent amendments as a minimum. Details should be registered at www.nrmm.london/register	Minor, Major, Large scale

10.9.8 Persistent and intermittent noise from sources such as transport movements, commercial usage, mechanical plant and construction as well as people can undermine quality of life. The Council will take into account noise considerations when assessing development proposals. In accordance with the Agent of Change principle as set out in London Plan Policy D13, the Council will also take account of existing noise-generating use in a sensitive manner when new development, particularly residential, is proposed nearby. Agent of Change places responsibility for mitigating the impact of noise firmly on the design of the new development. This also applies to new noise generating development. Consistency with the Mayor's Ambient Noise Strategy as a reference source for understanding noise and identifying best practice will be an important material consideration. The Council will require Noise Impact Assessments for developments likely to generate or be exposed to significant noise. Overheating and air quality requirements will be taken into account when determining internal noise levels where appropriate. All reports are advisable at application stage but are otherwise conditioned. Table 18 below provides information on when noise assessments are required, further guidance on noise quality is provided in the Council's suite of design guidance SPDs.

Table 18 Noise quality requirements

	Development Scale
To help consider noise at a site at an early stage an initial noise risk assessment should assess the Noise Risk Category of the site to help provide an indication of the likely suitability of the site for new residential development from a noise perspective.	Minor, Major, or Large scale developments
A Noise Impact Assessment is required for proposed residential development which is likely to be exposed to significant noise and/or vibration or cause a noise and/or vibration impact. For all noise-sensitive and noise creating developments the council will refer to the standards set out for internal and external noise levels in BS8233 (2014) and to the approach of BS4142:2014 (2019).	Minor, Major, or Large scale developments
The adverse impacts of noise should be minimised, using measures at source or between source and receptor (including choice and location of plant or method, layout, screening and sound absorption) in preference to sound insulation at the receptor, wherever possible.	All development
Any proposed plant and machinery shall be operated so as to ensure that any noise generated is at least 5dB(A) below the background level, as measured from any point 1 m outside the window of any room of a neighbouring residential property. An extra 5dBA penalty is added if the noise has any characteristic features. Plant should also be installed to ensure that no perceptible noise or vibration is transmitted through the structure to adjoining premises.	All development with plant and machinery or activity which potentially has a noise impact

10.10 Contaminated Land

10.10.1 For potentially contaminated land, developers will be required to carry out a Preliminary Risk Assessment (PRA) which will help determine the level of any contamination at a development site. Where necessary, further site intrusive investigations should consider the possible risk to future users of the site construction workers and neighbouring residents, and hazards to ground and surface water quality. Before development can start, planning conditions may require that appropriate remedial measures are agreed with the planning authority and carried out in line with current guidelines, having regard to relevant legislation (Part 2A of the Environmental Protection Act and Contaminated Land Regulations 2012). The developer will be required to provide a Verification Report confirming that the works have been carried out as agreed.

10.10.2 In line with the objectives of the Thames Water River Basin Management Plan the Council aims to improve the quality of water courses in the Borough, including groundwater or groundwater aquifers and to prevent any development which could lead to a deterioration in the quality of water. Plans for the remediation of contaminated land or development which could impact water quality will therefore be carefully assessed in liaison with the water authorities.

10.11 Notifiable Installations

10.11.1 There is one Notifiable Installation within Barnet, the New Barnet Holder Station. This facility is identified because of the large quantities of hazardous substances stored, used or transported. A proposal for redevelopment of the New Barnet Holder Station (Site 21) is in the Schedule of Proposals (Annex 1). Where development is proposed near this installation, the Council will seek the advice of the Health and Safety Executive (HSE) on the potential risk to health and safety of people occupying the proposed development. It will be necessary to keep sensitive development, such as housing, schools or hospitals, at a safe distance from this Notifiable Installation.

10.12 Construction

10.12.1 Building works can be hugely disruptive and cause nuisance in terms of, air quality noise and vibration. They also make a significant contribution to air pollution raising levels of fine particulate matter (PM₁₀ and 2.5). In addition, traffic management, storage and waste can also be problematic. Therefore, all developments should demonstrate compliance with the Considerate Constructors Scheme and Control of Asbestos Regulations. In addition, all sites with potential for any of these impacts are conditioned through a Demolition and Construction Management Plan to demonstrate compliance with current best practice guidance.

10.13 Flood and Water Management

- 10.13.1 Barnet hosts nearly half of the headwater tributaries to the main River Brent (including the Dollis Brook, Silk Stream, Edgware Brook, Deans Brook, Folly Brook, Burnt Oak Brook and Mutton Brook). It also hosts tributaries of the River Lea (Lee) e.g. Bounds Green Brook and Pymmes Brook.
- 10.13.2 This amounts to 14kms of streams and brooks, making the Borough subject to various types of flood risk including flooding from main rivers, ordinary watercourses, surface water, ground water and sewer flooding.
- 10.13.3 The ecological status in the Water Framework Directive for rivers in Barnet is currently 'moderate', with the objective to reach 'good' by 2027 (Thames River Basin Management Plan, 2015). The current condition of rivers is impacted by (but not limited to) urbanisation, polluted surface water runoff, sewerage discharges, domestic misconnections, hard engineered channels, culverts and invasive species.
- 10.13.4 Flood Risk Regulations (2009) together with the Flood and Water Management Act (2010) sets out the Council's responsibilities as the Lead Local Flood Authority (LLFA) to manage local flood risks from surface water, groundwater and ordinary watercourses. However, the Environment Agency maintains a national overview and lead on flood risk from main rivers, coasts and reservoirs.
- 10.13.5 With more frequent and more intense rainfall events the risk of flooding from watercourses and storm water runoff is magnified. Rapid urbanisation (often referred to as urban creep) poses further challenges for surface water flooding due to the increase in hard standing areas, putting huge strain on sewer systems and increasing the risk of sewer flooding. Often during intense storm events, the storm water is received in the foul network causing increased risk of foul sewer flooding which poses health and wider environmental hazards.
- 10.13.6 In order to meet the challenges of climate change and urbanisation, Barnet has developed in partnership with other West London Boroughs a Level 1 Strategic Flood Risk Assessment (SFRA). A Level 2 SFRA has also been undertaken for 18 of the sites identified in Annex 1 of this Plan. These complement the Barnet Local Flood Risk Management Strategy (LFRMS) 2017. Together these documents inform development proposals as set out in Annex 1 and outline the requirements for site-specific Flood Risk Assessments (FRAs) to be carried out by developers across the Borough.

- 10.13.7 The NPPF Sequential Test (paras 155 to 165) should be applied in order to steer new development to areas with the lowest flood risk. The West London SFRA identified fluvial flooding from Dollis Brook, Silk Stream, Pymmes Brook and their associated tributaries as the primary source of fluvial flood risk. The LFRMS identifies 33 Critical Drainage Areas (CDAs) that are the areas within Barnet which are considered to be at the highest risk of surface water flooding. Within these CDAs there are over 18,700 residential properties and 731 non-residential properties. These CDAs have also been ranked and a series of local objectives, measures and actions provided as to how Barnet intends to deliver effective flood risk management. Planning is identified as having an important role to ensure development manages risks appropriately and encouraging surface water management.
- 10.13.8 To ensure these risks of flooding are managed appropriately, the requirements of the NPPF and PPG are met in regards to steering development away from flood prone land, and the predicted impact of climate change is properly acknowledged in the management of flooding across the Borough, an additional layer of flood risk has been introduced to assist developers and planners in assessing the flood risk for sites. The extent of the additional layer of flood risk has been identified using 1% AEP⁵¹ plus 70% climate change fluvial flood extent and the 0.1% AEP RoFSW⁵² flood extent. Fluvial flood extents include the River Brent, Silk Stream, River Lee and their tributaries. If a proposed site is within these flood extents, then a site-specific Sequential Test and a site-specific Flood Risk Assessment will be required
- 10.13.9 In 2015, the Lead Local Flood Authority (LLFA) was made a statutory consultee in planning for all major developments in relation to the management of surface water drainage. As part of this responsibility, the Council is required to ensure that sustainable drainage systems are put in place in accordance with Sustainable Drainage Systems: Non-Statutory Technical Standards. Further guidance on the use of Sustainable Drainage Systems (SuDS), is set out in the Council's suite of design guidance SPDs. All major developments are required to complete a SuDS Assessment.
- 10.13.10 The drainage strategy should aim to achieve greenfield runoff rates (via proposed SuDS measures and ensure that surface water runoff is managed as close to the source as possible. Preference should be given to on-ground sustainable drainage features, aiming to achieve wider ecology and biodiversity benefits.
- 10.13.11 As part of Barnet's Network Recovery Programme (NRP), tree planting using flexible porous surface material has increased water holding capacity of street tree pits, these can now hold significant quantities of flood water. Adoptable road creation on new large-scale development⁵³ presents opportunities to create SuDS and swales around tree and verge planting. Table 19 sets out when sequential tests are required and the expectations in regards to SuDS for differing types of development. Further guidance on flooding and water management is provided in the Council's suite of design guidance SPDs.

Table 19 Flood risk, sustainable urban drainage requirements

	Development Scale
Proposed development will need to demonstrate application of the sequential test and exception test where inappropriate ⁵⁴ development is proposed in areas of flood risk ^{55,56} .	Major and large scale
Proposed development will need to provide a Flood Risk Assessment on the known flood risk potential from all sources of flooding including surface water ⁵⁷ to the planning application site, the risk to others, how it will be managed and taking climate change into account.	All development over 1 hectare in Flood Zone 1 Development in Flood Zone 2 & 3 ⁵⁸ All non householder development in the 1% AEP plus 70% climate change fluvial flood extent and the 0.1% AEP RoFSW flood extent.
Developments will be required to demonstrate how they have considered the London Plan drainage hierarchy (Policy SI13 Sustainable Drainage) and achievement of a maximum run-off rate which is equivalent to greenfield rates (typically 2 litres per second hectare). The Barnet LLFA pro-forma detailing SuDS strategy should be submitted with the application.	Major, Large scale
Developers should consult with Thames Water and confirm that their scheme will not increase the risk of sewer flooding to other properties. Pre-planning enquiries (including sewer capacity confirmation) and Section 106 approvals with Thames Water should be submitted with planning applications.	Major, Large scale
Where planning permission is required for hard surfacing porous materials should normally be used.	Householder, Minor, Major, Large scale

10.14 Water Supply and Quality

10.14.1 Barnet lies within an area that is suffering from ‘serious water stress’, where current or future demand for household water is, or is likely to take a high proportion of the effective rainfall which contributes to supply. According to the Environment Agency’s London Abstraction Licensing Strategy (updated February 2020), there is restricted water available for licensing in the Brent catchment and no water available for licensing in the Lower Lee catchment.

10.14.2 The Borough is served by Thames Water and Affinity Water for mains potable water supplies and by two Sewage Treatment Works (STW), Mogden STW in LB Hounslow and Deephams STW in LB Enfield, both operated by Thames Water. Sewer systems in Barnet are mostly separate surface water and foul water sewers rather than combined.

- 10.14.3 The Council works collaboratively with water companies to deliver adequate water and wastewater infrastructure to serve all new developments. Developers are encouraged to contact the water/waste water company as early as possible to discuss proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where an infrastructure capacity constraint has been identified the Local Planning Authority will consider applying phasing conditions to ensure the timely delivery of infrastructure upgrades. All developments are expected to demonstrate that the water efficiency standards set out in Table 20 have been met by submitting a water efficiency calculator report with planning applications.
- 10.14.4 Barnet's main water courses are of fair to poor chemical quality according to the Environment Agency. Water pollution can affect the supply of water for leisure, industrial and agricultural uses and have a harmful impact upon riverside habitats. The Council works with the Environment Agency to restrict development which may threaten the quality of either ground or surface water. There are two groundwater Source Protection Zones in Barnet surrounding public abstraction points, at Mill Hill and between Brunswick Park and New Southgate. Although there are no Water Framework Directive designated groundwater bodies underlying Barnet, there are some secondary A aquifers associated with gravel formations/deposits located within the Borough. It is therefore important to ensure the quality of these aquifers are not degraded.
- 10.14.5 Barnet's three designated water bodies under the Water Framework Directive (WFD) are: the Silk Stream and Edgwarebury Brook; the Dollis Brook and Upper Brent; and the Pymmes Brook upstream Salmon Brook confluence. These are all classified as having moderate ecological potential, with water body objective potential for good status by 2027 according to the 2019 WFD Classification. The Council will work with the Environment Agency and developers to achieve the potential of Barnet's water courses being classified as 'good ecological potential'. This may involve reducing levels of urban runoff and removing invasive species from the water courses. New development must be efficient in using water, seeking wherever possible to reduce consumption as set out in Table 20. This can be achieved through grey water systems and rainwater harvesting. Further details on recommended technologies are set out in the Council's suite of design guidance SPDs.

Table 20 Water efficiency requirements

	Development Scale
New dwellings should be designed to ensure that a maximum of 105 ⁵⁹ litres of water is consumed per person per day. To be demonstrated through a water efficiency calculator report.	Minor, Major, Large scale
Commercial development is required to achieve a BREEAM 'excellent' rating for water efficiency in accordance with Policy SI 5 Water Infrastructure of the London Plan.	Retrofit and New

10.15 Watercourses

- 10.15.1 Barnet's rivers have been hugely altered from their natural state. Culverting of watercourses can exacerbate flood risk, increase maintenance requirements, and destroy wildlife habitats. Hence, the Council strongly discourages any proposals that include any new additional culverting of the watercourses and only considers it, if alternative options have been explored and there is no reasonably practical solution. Wherever possible, rivers and watercourses should be de-culverted and restored to a more natural state in order to improve biodiversity and help reduce the speed of run off. Buildings should not be sited over the top of new or existing culverts/ordinary watercourses. The Council will oppose planning consent for any building over a culvert as the culvert may, in the future, need to be repaired, replaced or upgraded if conditions in the catchment change.
- 10.15.2 Under section 23 of the Land Drainage Act 1991 the Council (as LLFA) is responsible for consenting works that proposes any changes to the ordinary watercourse, altering or obstructing the flow in the watercourse (even temporarily). Developers should contact the LLFA if proposals include any works within 5m of an Ordinary watercourse to ensure if an Ordinary Watercourse Consent is required.
- 10.15.3 All developments adjacent to a river corridor are expected to create a buffer between the water course and the built edge of the development (>10m width is recommended but relevant site constraints will be considered), for instance, tall buildings may need to be set further back to prevent the deterioration of the riverine environment as a result of impacts such as overshadowing, wind and temperature. This will assist with any restoration initiatives and ensure a range of species can be supported by the water course and the riparian edges. Surface water should also be managed as much as possible onsite, any run off that does occur into the water course should be of a quality to assist the water course in being rated 'good ecological potential' as described in the WFD.

- 10.15.4 Therefore all applications adjacent to a river corridor should be accompanied by an assessment of the impacts (including where appropriate the cumulative impacts) of the development on the riverine environment, and wildlife including flood risk, wind, temperature and state how any surface water runoff quality will be improved before it enters into the water course. Buffer zones should include creation of wetland habitat and native planting and have a management and maintenance plan to ensure long term biodiversity gains and create a well-connected habitat within the buffer for the benefit of wildlife. Public accessibility is also important and the ability to link into the wider network of footpaths and cycleways should be considered. Where the recommended set back is not achievable this should be fully justified. Where reduced buffer zones are proposed, additional measures to improve biodiversity proposed on-site such as green spaces, tree planting, sustainable drainage measures or off-site compensation will be required.
- 10.15.5 Tree and shrub planting, delivery of footpaths and cycleways, as well as the removal of hardstanding and fenced-off areas such as car parking or storage will help open up river corridors to public use in the long term, even if initially it only provides outdoor space that benefits residents of the development when it is first delivered it also offers the ability to mitigate and adapt to climate change.
- 10.15.6 The Council wants to open up public access to all river corridors within the Borough to provide strategic green chains and walking routes. An example of this work is the Silk Stream, a segmented and closed-off watercourse in the west of the Borough. In response to growth in the west of Barnet there is an opportunity to create a new strategic green chain and walking route from Edgware to the Welsh Harp (Brent Reservoir). The Council is investing in the Silk Stream Valley Park to improve the river corridor. Further guidance is set out in the Green Infrastructure SPD.
- 10.15.7 The removal of hard structures such as revetments and toe-boards and their replacement with softer engineering features which will help naturalise the river course is encouraged. Where a river cannot be naturalised, this will need to be justified through demonstrating that restoration or de-culverting is not possible or advisable due to significant physical constraints that cannot be overcome, such as safety risks or an increase in flood risk. However, contributions towards improving the riparian corridor would still be sought to ensure that biodiversity along the watercourse was enhanced and run off rates lowered.
- 10.15.8 The Environment Agency has identified action measures for each WFD designated watercourse. The Thames River Basin Management Plan (2015) sets out the objectives to improve waterbodies, developments near rivers and other waterbodies should demonstrate how it will assist in the achievement of these objectives. The London Rivers Restoration Action Plan and associated website (www.therrc.co.uk) also sets out opportunities to restore sections of the River Brent. The Brent River Corridor Improvement Plan 2014 aims to improve and enhance the rivers within the Brent River catchment.

Policy ECC02: Environmental Considerations

The Council expects development proposals:

- a) to improve air quality and ensure:
 - i. where there is a localised source of air pollution, development is designed and sited to reduce exposure to air pollutants.
 - ii. that development is not contributing to poor air quality, providing air quality assessments where appropriate.
 - iii. that where it is demonstrated that on-site provision is impractical or inappropriate and air quality neutrality is not achieved then proportionate, off-site measures to improve local air quality should be considered, provided that equivalent air quality benefits can be demonstrated. Where such measures are insufficient or not possible a MAC payment will be secured through s106.
- b) to avoid generation of unacceptable noise levels close to noise sensitive uses. Proposals to locate noise sensitive development in areas with existing high levels of noise will not be permitted without satisfactory measures to mitigate noise impacts through design, layout, and insulation as set out in the Council's suite of design guidance SPDs. The Council will apply the Agent of Change principle in accordance with London Plan Policy D13.
- c) Development should provide Air Quality Assessments and Noise Impact Assessments in accordance with Tables 15 and 16 together with Barnet's suite of design guidance SPDs.
- d) Proposals on land which may be contaminated should be accompanied by an investigation to establish the level of contamination in the soil and/or groundwater/surface waters and identify appropriate mitigation and remediation opportunities to be incorporated into the development proposal. Development which could adversely affect the quality of groundwater will not be permitted.
- e) Proposals for Notifiable Installations or developments near to existing Notifiable Installations will only be permitted provided that:
 - i. There is no unacceptable risk to an individual's health and safety;
and
 - ii. There will be no significant threat to environmental quality.
- f) All developments should comply with the Considerate Constructors Scheme and comply to the terms of their Demolition and Construction Management Plan which includes further mitigation measures.

Policy ECC02A Water Management Policy

The Council will seek to ensure:

Flood risk

- a). That development delivers a positive reduction in flood risk, from all sources, on and off-site, by demonstrably giving sufficient consideration to this issue from the design stage and during the pre-application process.
- b). That development complies with Table 19 and that:
 - i) any flood defences are maintained, repaired or replaced as appropriate, and realigned or set back where possible to provide amenity and environmental enhancements; and
 - ii) land adjacent to flood defences is protected in order to allow future replacement of defences and provision of public amenity and biodiversity;
- c) A Flood Risk Assessment is undertaken in consultation with the Environment Agency (if applicable) or Lead Local Flood Authority if it is:
 - i. A development site over 1 hectare or greater in size within Flood Zone 1
 - ii. A site within Flood Zones 2 or 3.
 - iii. A site within 1% AEP plus 70% climate change fluvial flood extent and/or the 0.1% AEP RoFSW flood extent
 - iv. Within an identified Critical Drainage Area
- d). Where development impacts flood defences and / or rivers and waterways, and this is not appropriately mitigated for, applicants are required to make a financial contribution to the Council and / or agree off-site provision via planning obligations.
- e). Proposals for vulnerable uses and sleeping accommodation are located away from areas of high flood risk or fluvial 1 in 100 plus climate change flood level.
- f) Where appropriate developers should contribute to the projects set out in the relevant Catchment Partnership Management Plans for the development.

Surface water management

- g). All major development incorporates sustainable drainage systems (SuDS) into proposals, and manage surface water run-off to achieve greenfield run-off rates where feasible and in line with the London Plan drainage hierarchy.
- h). Proposals for minor and householder development incorporate SuDS where applicable. SuDS should be green, provide multiple benefits, such as biodiversity and integrate into the Green Infrastructure network.
- i) Development proposals incorporating SuDS will need to include management and maintenance plans for the proposed SuDS, with appropriate contributions made to the Council where necessary.

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

Water Infrastructure

k). Major development demonstrates at application stage that the local water supply and public sewerage networks have adequate capacity both on and off-site to serve the development, taking into consideration the cumulative impact of current and proposed development. Should there be capacity issues resulting from development that these can be addressed through upgrades of the sewerage network, developers are required to demonstrate how these will be delivered at the time of commencement of development.

l) Development proposals demonstrate compliance with water efficiency standards set out in Table 20.

Water Courses

m) Development proposals on or close to controlled watercourses naturalise the water course and ensure an adequate buffer zone of at least 10 metres (greater if a tall building is being proposed) and enable public accessibility. Buffer zones should include the creation of the appropriate riparian habitat and native planting and have a management plan to ensure long term biodiversity gains. Contributions towards river restoration and de-culverting will be expected.

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

10.16 Dealing with Waste

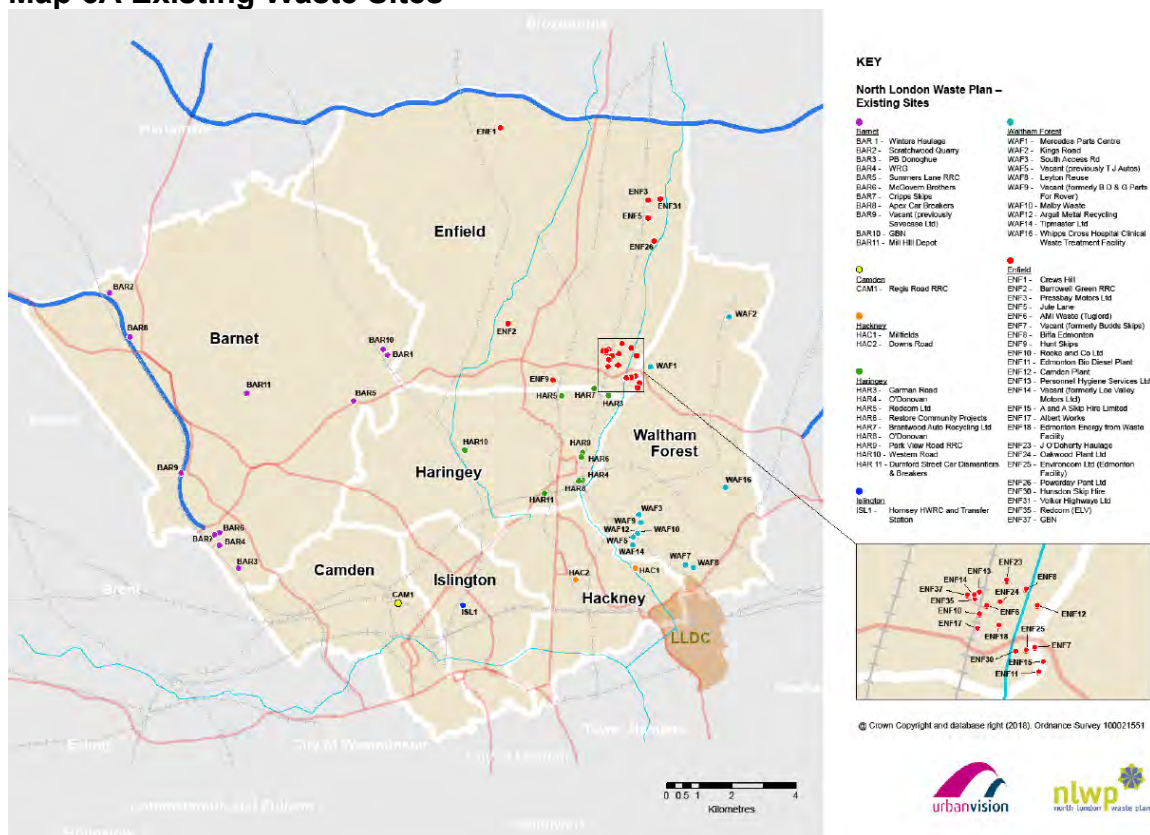
10.16.1 Barnet needs to find better ways of dealing with its waste and taking more responsibility for dealing with it within London rather than sending it to landfill in places such as Bedfordshire. The North London Waste Authority (NLWA) has produced a Joint Waste Strategy which forms the basis for facilitating the provision of new waste management facilities and services, to increase recycling and recovery and divert more waste away from disposal.

10.16.2 The London Plan sets a target of working towards managing the equivalent of 100 per cent of London’s waste within London by 2026. In the London Plan, Barnet has been allocated an apportionment target of 215,000 tonnes of waste per annum in 2021 rising to 229,000 tonnes per annum by 2041. The Council therefore needs to identify sufficient land to provide capacity to manage this waste target and have joined with six other North London Boroughs to produce the North London Waste Plan (NLWP) which will form part of Barnet’s Local Plan. It will sit alongside the North London Joint Waste Strategy to secure the sustainable management of waste. Map 6A shows existing waste sites within Barnet and other authorities within the NLWA area.

10.16.3 As part of the Mayor’s London Environment Strategy, the Mayor of London is promoting a more circular economy that encourages reuse and recycling of resources, meaning that through efficiency and innovation, products and materials are kept in use for as long as possible.

10.16.4 A site has been identified at Scratchwood Quarry to provide additional waste capacity. This is an existing waste management facility with potential to increase the volume of waste processed through more efficient and intensive use of the site.

Map 6A Existing Waste Sites



Policy ECC03 – Dealing with Waste

The Council will encourage sustainable waste management by:

- a. promoting a circular economy through waste prevention, re-use, recycling, composting and resource efficiency over disposal.
- b. requiring developers to submit a Circular Economy Statement in accordance with London Plan Policy SI 7 and the North London Waste Plan.
- c. ensuring development is designed to provide appropriate space for storage and collection of waste and recycling facilities which fit current and future collection practices and targets.
- d. designating sites through the North London Waste Plan (NLWP) to meet an aggregated apportionment target across the seven North London Boroughs. These sites will be the principle locations considered suitable for waste facilities.
- e. safeguarding all existing waste facilities in Barnet, as set out in the NLWP. For any waste site subject to redevelopment for non-waste uses the developer must clearly demonstrate to the satisfaction of the Council that compensatory capacity will be delivered in line with the NLWP spatial framework principles on a suitable replacement site that must at least meet, and, if possible, exceed, the maximum achievable throughput of the site proposed to be lost.
- f. seeking to utilise additional waste capacity at Scratchwood Quarry as set out in the Schedule of Proposals

10.17 Green Infrastructure

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

- 10.17.2 The Green Infrastructure SPD sets out a strategic approach for the creation, protection and management of networks of green infrastructure. Infrastructure should be provided where it will reduce the impact of climate change, improve local ecosystems and habitats and retain, enhance or create green corridors that enable linkages between rural, urban fringe and urban green spaces.
- 10.17.3 Growth identified in Policy GSS01 will be supported by improved open space provision. This will ensure that Barnet is making the best use of its open space for residents and nature.
- 10.17.4 In ensuring the best use of parks and open spaces the Council has produced the following documents:
- Green Belt and Metropolitan Open Land Study 2018;
 - Playing Pitch Strategy 2017;
 - Tree Policy 2017;
 - Green Infrastructure SPD 2017;
 - Fit and Active Barnet 2016-2020;
 - Barnet Parks and Open Spaces Strategy 2016 (BPOSS);
 - Health and Wellbeing Strategy 2015-20; and
 - Open Space, Sport and Recreational Facilities Needs Assessment 2009
- 10.17.5 NPPF (para 96) states that planning policies should be based on an assessment of the need for open space, sports and recreational facilities and opportunities for new provision. BPOSS provides the Council with a review of the quality of its parks and suggests a range of opportunities that green spaces offer to enhance the quality of life and economic success of the Borough.

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

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






10.19 **Barnet's Parks and Open Spaces**

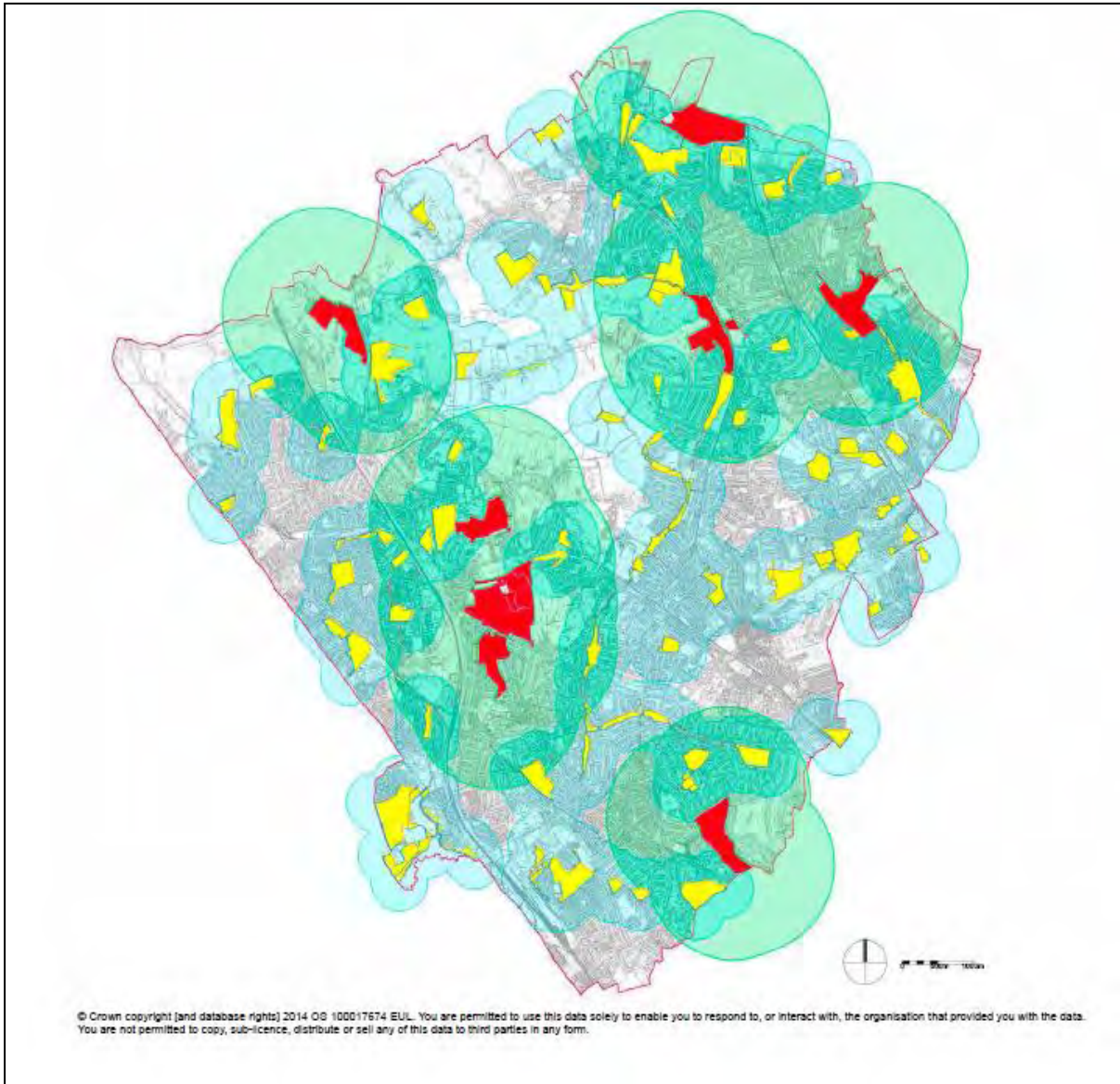
- 10.19.1 Barnet has 10 district parks and 77 local parks ranging in size from Hamilton Road Playground (0.04 ha) to Monken Hadley Common (41 ha). These are categorised according to the London Plan public open space hierarchy. Changes to the Policies Map show Barnet's parks and public open spaces. The Schedule of Proposals in Annex 1 highlights new Local Open Space at Whalebones Park which will be designated in accordance with NPPF para 99.

- 10.19.2 Over 100 formal green spaces including public parks, cemeteries and graveyards in Barnet are considered to have historic significance and are listed by the London Parks and Gardens Trust in the London Inventory of Historic Green Spaces⁶⁰.
- 10.19.3 The success and value of an open space network is dependent on three principal factors: the quantity, quality and accessibility of open spaces. Barnet's Open Space, Sports and Recreational Facilities Needs Assessment 2009 applied these factors to the existing open spaces in the Borough to create a standard for Barnet. As highlighted in Chapter 4 Barnet's Growth Areas will be expected to deliver adequate levels of open space in accordance with the standards below. Where a development is in an area of deficiency for publicly accessible open space new open space should be provided in line with these standards:
- Children's play (0.09 hectares per 1,000 residents);
 - Parks (1.63 hectares per 1,000 residents); and
 - Natural green spaces (2.05 hectares per 1,000 residents).
- 10.19.4 BPOSS, in a follow up to the 2009 Assessment, has assessed open spaces around the Borough and identified a number of low quality / low value sites where alternative uses may be a more optimal use of the land and allow investment in other parks.
- 10.19.5 Development on open space will only be permitted where it results in no net loss of equivalent open space or a better quality of provision. Small scale development on open space identified in BPOSS as being of low quality and low value may sometimes be acceptable.
- 10.19.6 The release of low quality, low value open space for development must robustly demonstrate that the criteria set out in Policy ECC04(e) is satisfied and the requirements of Policy ECC06 – Biodiversity are met. Replacement open space should be the same or better quality than that which is proposed to be lost and be provided in the local catchment area to ensure that it does not create further deficiency in public access to open space.

10.19.7 The All London Green Grid Strategy identifies the potential for a Regional Park within the Brent Valley and Barnet Plateau Green Grid Area. The open spaces that can most effectively support a new Regional Park lie within designated Green Belt or Metropolitan Open Land, therefore maximising the long-term benefit of such areas for residents will be the key test for any proposals. Such locations may need accessibility enhancements to unlock their full potential. Improvements to individual parks and open spaces; enhancement of footpath, cycling and bridleway networks; improved green corridors and nature conservation areas will be supported. Improvements to signage, surfaces, lighting and surveillance should all assist in encouraging existing and new residents to make greater use of the local spaces in close proximity to where they live. All developments should also consider how accessibility to open space can be improved through pedestrian and cycle links as well as bus routes where practicable. The Dollis Valley Green Walk and the Capital Ring are strategic walking routes that cross Barnet. To support health and wellbeing aspirations it is an ambition of the borough to increase the number of local and strategic walking routes as well as continuing to protect and enhance the existing public rights of way across the Borough. This is demonstrated in the Barnet Long Term Transport Strategy which introduces the aspiration to create a walking and cycling route referred to as the Barnet Loop.

Map 7 – Public open space deficiency

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



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10.19.8 Map 7 identifies those areas of the Borough that are deficient in public open space (radii of 1.2km (district parks) and 0.4 (local parks) have a deficiency in both district and local parks).

10.19.9 As a reflection of its topography, Barnet forms part of two Green Grid networks – Lea Valley and Finchley Ridge, and Brent Valley and Barnet Plateau. The All London Green Grid (ALGG) SPG 2012 provides a strategic framework for creating, improving, managing and maintaining high quality Green Infrastructure. The SPG highlights the opportunity for a regional park in the Brent Valley and Barnet Plateau Green Grid Area.

10.20 Children's Play Facilities

10.20.1 There are 50 public parks in Barnet that provide formal play space for children, this equates to 0.5m² of space per child under 15 years. Children should also have access to play space in private residential developments. Children's play spaces should therefore be provided in all new residential development containing flatted schemes with the potential occupancy of 10 or more child bed spaces as set out in the Mayor's SPG Shaping Neighbourhoods – Play and Informal Recreation.

10.21 Playing Pitches and Outdoor Sports

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

10.22 Natural and Semi Natural Space

10.22.1 The Borough contains one Site of Special Scientific Interest (SSSI)– the Welsh Harp (Brent Reservoir) - into which the River Brent and Silk Stream flow. The Reservoir was created in 1835 as a water supply for the canal network and is jointly managed by Barnet and Brent Councils with the Canal and River Trust. As the largest expanse of water in Barnet, it provides an important recreational resource as well as a valuable wildlife habitat. Access to the Welsh Harp (Brent Reservoir) is being improved as part of the regeneration proposals for West Hendon.

10.22.2 The Council seeks to maintain networks of natural habitats by avoiding their fragmentation and isolation and will therefore identify 'missing links' where enhanced or new measures to support biodiversity and nature conservation may be supported as part of proposals. Where no additional open space is being created, the Council will ensure that the development is designed in a way to enable it to replace and enhance biodiversity, ensuring Biodiversity Net Gain. Barnet's suite of design guidance SPDs together with the Green Infrastructure SPD provide further guidance on making provision for biodiversity.

10.23 Trees

10.23.1 Barnet has around 36,000 street trees, the second highest number in London. These trees make an important contribution to the character of the Borough and the quality of life of residents as well as mitigating climate change. The Mayor seeks to utilise Borough Tree Strategies to increase tree cover in London, with 2 million additional trees sought by 2025. Barnet's Tree Policy sets out ambitious targets to plant 900 trees annually focussing primarily on improving air quality, reducing the urban heat island effect and enhancing Barnet's parks.

10.23.2 The Watling Chase Community Forest forms part of Barnet's green infrastructure. Established in 1991, the Forest covers an area of 188 km² and extends from the northern part of Barnet into south Hertfordshire. The aim of the Community Forest as set out in the Watling Chase Community Forest Plan, is to see much of the area under positive and appropriate management by 2025. This will include a substantial increase in trees and woodland achieved through management of existing woodlands and new planting.

10.24 Sustainable Food Production

10.24.1 Barnet's agricultural land and allotments have potential for sustainable food production which can contribute to the economy and healthier lifestyles as well as reduce the number of food miles between producer and consumer. The Outer London Commission highlighted that farms have the potential to play a greater role in the economy of Outer London. The Barnet Allotment Federation lists 44 allotment sites managed by 37 societies in Barnet providing a total of over 4,000 plots⁶¹. Allotments are an important asset within Barnet, providing a wide range of benefits including protecting open space and providing leisure and exercise as well as healthy low cost food production for communities and benefiting the environment and biodiversity.

- 10.24.2 The Council recognises the benefits for health, learning and community cohesiveness as well as Barnet's local landscape from making better use of land for food growing. The Council therefore supports allotments and is keen to promote sustainable local food production given the Borough's significant and well used allotment holdings and extensive former agricultural lands. In addition to supporting allotments and the utilisation of agricultural land the Council encourages food growing initiatives within local schools as part of the promotion of sustainable food production. The Council will encourage developers to provide space in new developments for food growing.

Policy ECC04 –Barnet's Parks and Open Spaces

- a). As Barnet grows there is a need to optimise the benefits that open spaces can deliver, ensuring that as well as being family friendly, they consider all users and create a greener Barnet, the Council will work with its partners to improve Barnet's Green Infrastructure by:
 - i. managing and enhancing open spaces, including Green Belt and Metropolitan Open Land to provide improved accessibility;
 - ii. promoting a new Regional Park within the Brent Valley and Barnet Plateau Green Grid Area; and
 - iii. ensuring positive management of Green Belt, Metropolitan Open Land and open spaces to provide improvements in overall quality and protection of character and historic significance.
- b). The Council will meet increased demand for access to open space and opportunities for physical activity, by tackling deficiencies and under provision through:
 - i. securing improvements to open spaces, including provision for children's play, sports facilities and better access arrangements (both into parks and between them), where opportunities arise, from all developments that create an additional demand for open space. Where this is not viable, a cash in lieu payment will be required for off site provision or enhancement to open spaces that are nearby;
 - ii. improving access to open spaces particularly in areas of public open space deficiency identified by Map 7. The Council will seek to improve provision in these areas of deficiency in accordance with the following standards :
 - Parks (1.63 hectares per 1,000 residents)
 - Natural green spaces (2.05 hectares per 1,000 residents).
 - iii. maintaining and improving the greening of the environment through the protection of incidental greenspace, trees, hedgerows and watercourses, especially where this enables green corridors to link Barnet's rural, urban fringe and urban green spaces.
 - iv. enhancing local food production through support for community food growing, the protection of allotments, and the provision of opportunities for growing food in new developments.
- c). In supporting provision of new Green Infrastructure the Council will work with neighbouring authorities as part of the All London Green Grid

- to establish Area Frameworks as the basis for identification, creation and management of new green spaces as part of:
- i. Lea Valley and Finchley Ridge Green Grid Area; and
 - ii. Brent Valley and Barnet Plateau Green Grid Area.
- d). The Watling Chase Forest Plan will be taken into account when assessing development proposals in the area covered by Watling Chase Community Forest helping it become a readily accessible 'green lung' for Barnet's residents.
- e). In areas that have been assessed by the Barnet Parks and Open Spaces Strategy as being of low quality and low value the Council will consider limited development on open spaces. The Council will require any proposal that involves the loss of low quality and low value open space to robustly demonstrate that the following criteria can be satisfied:
- i. the development proposal is a small scale ancillary use which supports the improved use of the open space; and
 - ii. that opportunities to improve the quality and value of the existing space have been explored and subject to viability assessment; cannot be delivered to enhance the quality and value of the existing space; or
 - iii. Equivalent or better quality open space provision will be delivered. Any permissible exception will also need to ensure that it does not create or exacerbate any existing public open space deficiency and has no significant impact on biodiversity.

10.25 Green Belt / Metropolitan Open Land (MOL)

10.25.1 The Barnet Green Belt and Metropolitan Open Land Study shows that the majority of Barnet's Green Belt performs well and that all existing areas meet one or more of the purposes of Green Belt set out in the NPPF. The vast majority of the MOL is considered to be open and maintaining and protecting the functions, green links and other features it contains. Although, there are buildings within the MOL these support the use of the MOL as open space and do not impact on the openness to such a degree to warrant any land being removed from the MOL.

10.25.2 One of the purposes of the Barnet Green Belt Study was to identify mapping irregularities with regard to land designated as Green Belt / MOL. This helps create strong defensible boundaries and ensures consistency with the NPPF and the London Plan. Minor adjustments have been made to Green Belt and MOL boundaries where inconsistencies and errors have been identified. The majority of these are mapping errors where the boundary did not match existing property or road boundaries. These adjustments are shown in the Changes to the Policies Map document.

10.25.3 Through continued positive management of Barnet's Green Belt and MOL the Council is working to ensure improvements to its overall quality and accessibility.

- 10.25.4 This aspiration of improvement and accessibility can be achieved through appropriate development in Green Belt or MOL (as supported by the NPPF and the London Plan. Development adjacent to areas of Green Belt/MOL needs to comply with Policy ECC05 and should respect the character of its surroundings and the visual amenity of these areas. When assessing the likely impact on the openness of the Green Belt the Council will have regard to the visual impact of a development, its duration and prospects for remediation as well as the degree of activity such as traffic that is likely to be generated.

Policy ECC05 - Green Belt and Metropolitan Open Land

a) Green Belt

- i. Any proposals for development in Green Belt will be considered in accordance with NPPF paras 133 to 147.
- ii. Development adjacent to Green Belt should not have a significant detrimental effect on the openness of the Green Belt and respect the character of its surroundings.

b: Metropolitan Open Land (MOL)

- i. In accordance with London Plan Policy G3, Metropolitan Open Land is to be protected from inappropriate development in accordance with national planning policy tests that apply to the Green Belt.

10.26 Biodiversity

- 10.26.1 Barnet has a wide range of different habitats that have been recognised as Sites of Importance to Nature Conservation (SINCs) including
- Woodland
 - Grassland/Acid Grassland/ Pastures and Meadows
 - Streams, lakes and ponds
 - Wetlands and Bogs;
 - Ancient Hedgerows and Trees; and
 - Veteran Trees
- 10.26.2 The Welsh Harp (Brent Reservoir) is designated as a Site of Special Scientific Interest (SSSI) as it is an important refuge and breeding site for waterfowl and other birds.

- 10.26.3 However, this does not imply that the areas of Barnet that have not been recognised for their importance to nature have little or no value. The needs of wildlife and the value of natural vegetation should be considered throughout the planning process. It is particularly important that opportunities be taken to preserve, enhance or create areas of natural water and vegetation within heavily built-up areas, as these can assist the Borough adapt to a changing climate while providing access to access to natural areas for residents. The Council will utilise the Climate Change Adaption Manual⁶² and the Greenspace Information for Greater London (GiGL) database to identify areas of the Borough that can have their ecosystem value improved providing climate resilience, habitat enhancement and access to nature for residents.
- 10.26.4 Barnet is fortunate in having space that consists of contiguous private gardens. Suburban gardens are considered to be of great value to nature and may even be the most important habitat in a neighbourhood. Parts of the Borough that have large and well established gardens with mature trees, shrubs, water features and other habitats are particularly important for nature in urban settings, but such features can also occur in small gardens, especially where neighbours work together to create or maintain links between gardens such as hedgehog highways. New developments should seek to link into such networks to ensure that linkages are improved as a result of a site being redeveloped.
- 10.26.5 The recognised sites of importance to nature together with the public parks and suburban gardens of Barnet provide the Borough with the opportunity to create green corridors for wildlife that also function as ecological networks. Green corridors are relatively continuous areas of open space leading through the built environment and which may link SINC sites to each other and to the Green Belt. Often consisting of railway embankments and cuttings, roadside verges, canals, parks, playing fields, residential gardens and rivers, they should allow wildlife to move through an area and ensure the habitats do not fragment further. The Council will use the Mayor of London's Green Infrastructure maps and tools⁶³ to identify both existing and potential green corridors across the Borough.
- 10.26.6 Development proposals should consider any impact on areas designated for nature conservation, protected species and habitat/species prevent loss and provide mitigation to these areas as well as providing opportunities to create or improve habitat and linkages for wildlife.

- 10.26.7 The London Environment Strategy identifies important habitats and species and sets out targets for improvements in both quality and quantity. It also sets out priority species which are nationally rare species of conservation concern and are found in London. These are categorised under birds, fungi, invertebrates, vertebrates and plants. The Council will favour the provision of habitats for species identified in the SINC citations and London's Biodiversity Action Plan. Within Barnet, the main specially-protected species that are likely to be encountered are bats, great crested newts, grass snakes, the common lizard and slow worms. Other species that are under threat, for example, hedgehogs and swifts should also be considered for habitat enhancement. Future studies may identify other species in need of additional support.
- 10.26.8 Invasive species such as Japanese Knotweed and Giant Hogweed have been found in Barnet's watercourses. The Council will work with our existing partnerships, the Mayor, neighbouring boroughs and developers to develop and implement an approach to eradicate such species from the waterways.
- 10.26.9 The Environment Bill, which is expected to be enacted towards the end of 2021 requires all development for which planning permission is granted to provide at least a 10% increase on the pre-development biodiversity value of the onsite habitat. This is being referred to as Biodiversity Net Gain (BNG). The Biodiversity Metric 2.0 is the current method for calculating BNG, this may change in the regulations that are intended to accompany the Environment Act legislation,
- 10.26.10 The Council will seek the standards as set out in that policy to be met on site. Where this is proven not to be possible there will be a requirement for the proportion not delivered on site to be provided offsite at a location that benefits the Borough agreed with the Council. A developer must demonstrate consideration of BNG as an integral part of the design of the development, with an understanding of their wider ecological context from the outset, rather than as an afterthought. All development is required to make a positive contribution to biodiversity in Barnet. Therefore, a Biodiversity Net Gain Plan should be submitted with planning applications to enable them to be assessed as part of the planning application process.
- 10.26.11 The London Plan has introduced the Urban Greening Factor as a generic model to determine the appropriate provision of urban greening in new major developments. Further details are set out in London Plan Policy G5. It is expected that developers will combine the requirements of the Urban Greening Factor with the BNG. For instance, if planting is to be provided for the Urban Greening Factor, that it will be of benefit to local wildlife and not simply ornamental.

10.26.12 Policy CDH08 states that development proposals should retain existing wildlife habitat and trees for amenity and biodiversity, where appropriate a survey will be required to determine the significance of that interest. Table 21 provides requirements for biodiversity and habitat quality and the Green Infrastructure SPD provides more detail for design and construction principles for the protection and enhancement of biodiversity and habitats within Barnet.

Table 21 Biodiversity and habitat quality requirements

	Development Scale
<p>All development proposal should provide as part of a submission a baseline ecological assessment and clearly demonstrate BNG based on this assessment. The scale of development will determine the level of detail required. This statement should demonstrate how protection of biodiversity and habitat quality will be achieved and provide the level (%) of BNG improvement that will be achieved onsite as well as recommendations on where enhancements to biodiversity can be made onsite.</p> <p>Where a development is unable to achieve the appropriate level of BNG an offsite contribution equivalent to the deficit % will be agreed with the Council.</p>	All
<p>S106 obligations will be sought for monitoring of BNG for developments major and above. Minor and householder developments will have BNG managed through conditions.</p>	Major, Large Scale

10.26.13 Nature conservation sites are identified in a hierarchy of importance and Table 22 identifies the sites designated in Barnet:

1. Sites of Special Scientific Interest (SSSIs) are of national importance;
2. Sites of Metropolitan Importance are of London-wide significance;
3. Borough Grade Sites of Importance for Nature Conservation (SINCs) are significant in a Barnet-wide context (albeit that they are sub-divided, on the basis of their quality, into two grades); and
4. Sites of Local Importance are of particular value to nearby local residents and schools because they are designated in areas deficient in wildlife sites.

10.26.14 Barnet's rivers have been significantly altered from their natural state. The Council will pursue opportunities to enhance the biodiversity, water quality and amenity value of Barnet's waterways, in particular the River Brent, Silk Stream, Dollis Brook and Pymmes Brook. Opportunities for restoration including opening culverts and naturalising river channels will be explored.

Table 22 Sites of Importance for Nature Conservation in Barnet

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

Policy ECC06 - Biodiversity

The Council will seek the retention and enhancement, or the creation of biodiversity in development proposals by:

- a) protecting existing Site of Special Scientific Interest, Sites of Importance for Nature Conservation, and priority habitats and species according to the NERC 2006 and working with partners including the London Wildlife Trust and the Brent Catchment Partnership to improve protection and enhancement of biodiversity in Barnet;
- b) ensuring that the requirements of the Green Infrastructure SPD are met;
- c) ensuring development adjacent to or within areas identified as part of the Green Grid Framework makes a contribution to the enhancement of the Green Grid;
- d) ensuring that development makes the fullest contributions to enhancing biodiversity and protects existing site ecology. To realise this aim it is expected that at least the required level of biodiversity net gain, stated by regulation, is attained. This should be achieved both through on-site measures and where necessary by contribution to local biodiversity improvements. Consideration of how this will be achieved should be detailed at the start of the development process;
- e) placing emphasis on measures that enhance and support biodiversity in meeting the Urban Greening Factor and SUDs delivery; and
- f) supporting opportunities that facilitate river restoration and floodplain habitat restoration, in particular for the River Brent, Silk Stream and Pymmes Brook (See Policy ECC02).

Where adverse impacts from development on biodiversity cannot be avoided measures must be taken to ensure that they are appropriately managed so as to reduce and /or mitigate any disturbance to wildlife as appropriate. These measures should be included as part of a planning application and a monitoring schedule agreed at the time of planning permission.

For major applications S106 obligations will be sought for monitoring of BNG

11 Chapter 11 - Transport and Communications

11.1 National and London Plan Policy Context

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

NPPF

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

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

London Plan

Policy GG3 Creating a healthy city

Policy D13 Agent of change

Policy SI6 Digital connectivity infrastructure

Policy T1 Strategic approach to transport

Policy T2 Healthy streets

Policy T3 Transport capacity, connectivity, and safeguarding

Policy T4 Assessing and mitigating transport impacts

Policy T5 Cycling

Policy T6 Car parking

Policy T6.1 Residential parking

Policy T6.2 Office parking

Policy T6.3 Retail parking

Policy T6.4 Hotel and leisure uses parking

Policy T6.5 Non-residential disabled persons parking

Policy T7 Deliveries, servicing and construction

Policy T8 Aviation

Policy T9 Funding transport infrastructure through planning

11.2 Introduction

11.2.1 Providing sustainable, effective and efficient travel services and facilities across the Borough is essential to delivering successful growth in Barnet, ensuring that economic prosperity is maintained and enhanced while improving air quality and the health of residents. Chapter 2 sets the scene for the transport issues faced by Barnet with Map 1 showing the present levels of public transport accessibility. Poor transport accessibility and barriers to movement are major inhibitors to growth. This makes investment in orbital links a priority. Both Barnet's Long-term Transport Strategy and the Local Implementation Plan (LIP) highlights opportunities for improving these as part of the Borough's regeneration schemes and through long term approaches to improving strategic transport infrastructure. Further details of these improvements and the long term vision for transport are set out in Barnet's Long Term Transport Strategy, Growth Strategy and the Infrastructure Delivery Plan.

11.2.2 COVID19 has had a major impact of the use of public transport across Barnet due to the requirement for people to stay home and local where possible.

11.2.3 Fewer journeys by public transport has a consequential impact on revenue to transport bodies such as Transport for London. The long term impact of this loss of income is likely to result in a decrease in an amount of funding available to Boroughs for improvements to the public transport and road network. Barnet will continue to work with TfL, the neighbouring boroughs and developers to ensure necessary works are carried out to ensure the transport policies set out in the London and Barnet Plans are delivered.

11.2.4 A key objective of Barnet's Long-term Transport Strategy is that "*Transport in Barnet keeps the borough moving, enabling people and goods to move within and beyond the borough efficiently using high quality orbital and radial links.*" The ability of people and goods to move around the Borough is vital for the continued social and economic wellbeing of the Borough. Environmental wellbeing will also be achieved through less congestion and the promotion of modal shifts in transport, for instance from private vehicles to more sustainable forms of transport.

11.3 **Barnet's Public Transport Network**

Existing Network

11.3.1 Barnet is served by national rail lines providing suburban services in the east and west of the borough, and main line services in the west. The two branches of the Northern Line serve the Borough (including a shuttle service to Mill Hill East). The Jubilee and Piccadilly lines and national rail lines pass to the west and east of the Borough respectively.

11.3.2 Several stations within Barnet currently benefit from Step Free Access, however the Council is working with TfL and National Rail to increase the number further. There are currently plans to make improvements at four stations to provide step free access: Brent Cross, Colindale, Burnt Oak, and Mill Hill Broadway. The new station at Brent Cross West will also be fully accessible.

11.3.3 These rail and underground services cater for radial travel into London, but public transport options for other trips are more limited. The bus service is the only public transport option available for orbital trips and public transport links to destinations north of the Borough are also limited. As set out in the Barnet Long Term Transport Strategy (BLTTS), the Council will encourage and support TfL to deliver improvements to the bus network in Barnet.

11.3.4 The bus network enables people to move both radially (north-south) and orbitally (east-west) across the Borough. In general bus journeys in Barnet are slower than car journeys, even when the time taken to park is taken into account. The report *The Impact of Congestion on Bus Passengers*⁶⁴, has warned that road congestion has increased bus journey times by 10% each decade. The report concludes that if bus journey times continue to decline at their current rate, bus passenger numbers will decline by 14% every ten years, putting the future of the bus sector under threat.

11.3.5 This reduction poses a serious threat to the ability of Barnet residents to move east-west across the Borough. The use of the North London Line, which has seen a fivefold increase in passengers since 2007⁶⁵, shows how important it is for Londoners to travel across outer areas of London rather than just radially into and out of Central London. For Barnet to achieve a reduction in dependence on private vehicles, orbital travel needs to be improved by investment in public transport, walking and cycling.

11.3.6 The improvement of orbital travel for Barnet is a focus of the Barnet Long Term Transport Strategy (BLTTS). The document provides detail on the options for orbital travel including improving the speed of the bus network through bus prioritisation initiatives and rapid transit buses; and improvements to the cycle network.

11.3.7 As development comes forward in the Borough this will also increase the dependence on the Northern Line raising concerns of overcrowding and the need to ensure that passengers will be able to board the trains at stations along both northern branches of the Northern Line. Issues with the Camden Town junction of the line where both branches converge also needs to be addressed.

11.4 **Proposed Changes to the Public Transport Network**

11.4.1 In Opportunity Areas such as Brent Cross and Colindale and around development opportunities presented by public transport nodes such as Finchley Central and Edgware the Council is seeking to deliver improved public transport services and facilities. Improved bus provision (in terms of configuration as well as capacity) will play a key role in meeting the transport needs of residents. New and extended bus services are being pursued through the Brent Cross and Colindale regeneration schemes, including better links between the two areas. This is additional to the new station at Brent Cross West being promoted and delivered by the Council.

11.4.2 Plans are currently being prepared by TfL to replace the existing Colindale Station with a new station to meet the needs of the growing population as well as provide step-free access. The new station is being funded by contributions from the Peel Centre development as well as the Council and TfL.

11.4.3 **West London Orbital (WLO)** is a new London Overground line (formerly known as the Dudding Hill Line) connecting Hounslow with Cricklewood and Hendon via Old Oak, Neasden and the new station at Brent Cross West. WLO is supported by the Mayor's 2018 Transport Strategy as well as the West London Alliance (WLA) group of Local Authorities. The Council is fully supportive of this initiative and is working with the Mayor of London, Network Rail and other partners to ensure that the new station at Brent Cross West is capable of accommodating the necessary interchanges.

11.4.4 **Crossrail 2** is a proposed new railway line serving London and the South East, linking Surrey to Hertfordshire via Central London destinations. A new Crossrail 2 station remains proposed at New Southgate and will be located at the end of the New Southgate branch. Crossrail 2 train infrastructure maintenance depot and stabling is planned to be located on Oakleigh Road South and a tunnel portal to the south of the station. The land at Oakleigh Road South, (currently identified as a Locally Significant Industrial Site (LSIS)) remains safeguarded for Crossrail 2 and this safeguarding is reflected in the Local Plan Policies Map (see the Changes to the Policies Map document). New Southgate Station is on the boundary with LB Enfield and as such the boroughs will work together to ensure the station upgrade and subsequent regeneration of the area as an Opportunity Area (as identified in the London Plan) is coordinated and benefits both existing and new residents.

11.5 Sustainable Transport

11.5.1 The overarching objective for the Mayor of London's Transport Strategy is for 80% of all trips in London to be on foot, by cycle or public transport by 2041. For this to be achieved across London the Mayor of London has set targets for each Borough to increase the proportion of trips made by walking, cycling and public transport, for Barnet the target is to increase the proportion from 59% today to 72% in 2041. The BLTTS discusses the options to encourage an increase sustainable travel in the Borough.

11.5.2 Promoting a sustainable passenger and freight transport network is therefore essential to ensuring the delivery of sustainable development in the Borough. The BLTTS will ensure that further public transport schemes are brought forward to support sustainable and active travel. A more efficient transport system will minimise congestion and pollution in the Borough thereby assisting in improving air quality and the implementation of the Mayor of London's Healthy Streets Approach.

11.6 Walking and Cycling in Barnet

11.6.1 Walking and cycling are transport modes that the Council is keen to promote due to the many benefits they provide ranging from reducing the use of private cars with consequent improvements for air quality to a more active and healthy population that increased walking and cycling leads to in terms of the health benefits for the individuals derived from partaking in exercise.

11.6.2 Walking is an important mode of travel for short journeys (31% of all trips⁶⁶), and Barnet's network of town centres makes walking a convenient way for many residents to access services in the Borough. Cycling is becoming a more important transport mode in Barnet. Low take-up (1% of all trips ^{ibid}) has historically been associated with the topography of Barnet and its rolling landscape of valleys and ridges. The advent of electrical cycles (or e-cycling) may assist in encouraging residents to take up cycling as these require less physical effort from the cyclist. The Sub Regional Transport Plan for London 2016 update reports that there has been a growth in cycle trips in Barnet. The Barnet LIP strongly supports the delivery of attractive and accessible cycle links especially in development areas, as does the BLTTS. The BLTTS identifies the provision of safe routes and cycle parking as being vital to increase the number of cycle journeys in the Borough.

11.6.3 The London Plan (Policy T2) sets out Transport for London's (TfL) Healthy Streets Approach. This consists of 10 indicators of a healthy, inclusive environment in which people choose to walk, cycle and use public transport. The Council is committed to delivering Healthy Streets in Barnet and will require new developments and public realm schemes to deliver improvements against the Healthy Streets Indicators.

11.6.4 Chapter 10 – Environment and Climate Change encourages the improvement and extension of existing off road recreational routes through green spaces and refers to work to develop Area Frameworks as part of the All London Green Grid. This work will incorporate proposals for the improvement of the existing strategic walks and other links including cycling routes.

11.7 Promoting Active Travel and Improving Health

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

- 11.7.2 Poor air quality, which is concentrated around major roads in Barnet, has particular impacts on health, particularly with people suffering from cardiovascular and respiratory diseases. The Council is working to improve air quality near schools on these major roads. Reducing discretionary car use, particularly for short car journeys will be key to improving air quality. The BLTTS also recognises that by encouraging sustainable and active forms of travel this will provide benefits for air quality.
- 11.7.3 The Mayor's Transport Strategy discusses the benefits of utilising incentives (such as road charges) to encourage people to make the modal shift in the area identified by the Ultra Low Emission Zone (ULEZ) to improve air quality. From October 2021, land south of (but not including) the North Circular (A406) will be included⁶⁷ and any petrol or diesel vehicle within this enlarged ULEZ area will also need to meet new tighter emissions standards or pay a daily charge.
- 11.7.4 Accident rates in Barnet have fallen dramatically since 2000 (98 people were killed or seriously injured in road traffic accidents in the Borough in 2014 compared with 261 in 2000⁶⁸) but the rate of decline has now slowed. As set out in the LIP, Barnet will seek to achieve the Mayor's Vision Zero ambition of zero killed or seriously injured road traffic casualties by 2041.
- 11.7.5 The Council will seek to ensure that any new transport interchanges are designed and improvements to existing interchanges made to help address personal safety issues and reflect Secured by Design principles. Well maintained streets and town centres with convenient road crossing facilities will allow pedestrians to move around safely and assist in achieving the Mayor's Vision Zero.
- 11.7.6 Transport modelling and assessments of proposed developments should therefore demonstrate that there will be no negative impact to the highway safety or the functioning of the road network as a result of the proposal. Where negative impacts are identified remedial actions would need to be identified and agreed by the relevant agencies in order to make to development acceptable.
- 11.7.7 The Council will ensure that School Travel Plans (STPs) in Barnet are an effective tool for helping to manage air quality. They should include ambitious targets for walking and cycling. They will also ensure that remedial measures are taken if STP targets are not met and encourage the dissemination of good practice among the Borough's schools. It will also take positive action to prevent any pupil parking, promoting car sharing, providing safe cycle routes and improved cycle parking facilities, and will encourage more children to walk and cycle to and from school. This is reflected in the BLTTS which seeks to identify healthy routes to schools which will complement the STPs.

11.8 More Environmentally Friendly Transport Networks

- 11.8.1 Traffic is a significant contributor to poor air quality in Barnet with the highest levels of oxides of nitrogen and particulates concentrated around major roads. The Mayor of London promotes the Healthy Streets Approach to ensure a modal shift away from the private motor vehicle to more sustainable modes such as public transport, cycling and walking. This should improve Londoners health through improved air quality and encourage increased physical activity.
- 11.8.2 The BLTTS has identified proposals that will improve the pedestrian and cycling networks in Barnet including identifying routes through the borough's greenspaces. One such proposal referred to as the Barnet Loop could extend the Silk Stream Valley Greenwalk and Dollis Valley Greenwalk, creating a 17-mile loop around the borough for recreational walking, running and cycling. The Barnet Loop also has the ability to link to town centres, leisure facilities and transport hubs in the borough.
- 11.8.3 In Barnet the issue of climate change and the contribution of traffic to it, will be mitigated through support for mixed use developments, particularly in Barnet's Growth Areas and by comprehensively tackling the school run, ensuring that school travel plans include ambitious targets for walking and cycling. In Barnet's suite of design guidance SPDs the Council sets out generic design and construction principles to reduce the contribution of travel to Barnet's carbon footprint. The Council is exploring alternatives to private vehicles such as car clubs and bike hire to encourage modal shifts
- 11.8.4 Travel planning associated with major developments also has a role to play in encouraging use of more sustainable transport modes. Detailed travel plans for all proposed uses should be submitted with an application. At Brent Cross for example, the developers have submitted a framework travel plan for all land uses as part of the outline application.
- 11.8.5 Efficiencies in the freight and construction sectors can also contribute to a reduced need for trips. This can be achieved by Freight Quality Partnerships, Delivery and Servicing Plans, Construction Logistics Plans and Consolidation Centres when they form key elements of major planning proposals and regeneration schemes. Micro-consolidation centres in or near town centres may also be appropriate for sites that are challenging for large delivery vehicles. Freight Quality Partnerships (FQPs) are voluntary partnerships between the Freight Industry, its customers, local authorities, and other stakeholders. FQPs aim to improve the understanding of local distribution issues and promote constructive solutions, reconciling the need for access for goods and services with environmental and social concerns.

Policy TRC01 – Sustainable and Active Travel

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

- a) Promote active travel requiring developments to address the needs of cyclists and pedestrians by ensuring :
 - i. Good connections to bus stops, stations; and strategic and local walking and cycling networks;
 - ii. A healthy, safe and attractive walking and cycling environment within, through and in the immediate vicinity around the development; and
 - iii. Seeking opportunities for improvements to the wider walking and cycling environment.

- b)
 - i. Supporting delivery of new transport infrastructure identified in Policy TRC02 and the BLLTS;
 - ii. Refuse proposals that have a negative impact on highway safety or on the road network that cannot be appropriately mitigated;
 - iii. Support the Healthy Streets Approach, improving street lighting, security coverage and accessibility along new walking and cycling routes, transport interchanges and around bus stops as well as delivering, where resources permit and in appropriate locations, targeted local safety schemes; and
 - iv. Promote orbital travel improvements where appropriate.

- c) For all major development proposals, the Council will require:
 - i. A Transport Assessment setting out how the proposal mitigates any negative impact on the existing transport network and incorporates sustainable transport initiatives for cycling, walking, car clubs and electric vehicle charging;
 - ii. A Travel Plan setting out details on how the proposal minimises any increase in road traffic and how future occupants will be encouraged to use more sustainable and active modes of transport and demonstrate how the development will contribute to Barnet meeting its 72% target for sustainable modes by 2041 as set out in the Mayor's Transport Strategy and the BLTTS; and

- iii. Construction Traffic Management Plan (CTMP) / Construction Logistics Plan and Delivery and Servicing Plans to control vehicle movements, servicing and delivery arrangements.

11.9 Investing in Infrastructure

11.9.1 Despite facing challenging housing targets, Barnet does not benefit from levels of public transport investment seen in other parts of the capital and country. Increasing travel demand without proportionate infrastructure investment across the modes leads to increased congestion and reduced reliability of transport networks and services. Reducing car use as part of an overall transport strategy can tackle congestion particularly in urban areas. In suburban areas such as Barnet this is more challenging (except in some town centres) as the lower public transport accessibility limits transport choice for many journeys. Increased priority for public transport helps make it more attractive, improving the level of usage and decreases the level of reliance of Barnet residents on private vehicles.

11.10 Ensuring Efficient Use of the Local Road Network

11.10.1 The Council will ensure that developers make appropriate enhancements to the road network affected by their development in order to mitigate the impacts of the proposal on the local road network, particularly in Growth Areas as set out in Policy GSS01.

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

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

11.11 Delivery of High Quality Transport Systems in Growth Areas

- 11.11.1 Major growth across Barnet provides opportunities to deliver high quality transport improvements in a planned and structured manner, and closely co-ordinated with other transport authorities, including adjacent boroughs. Barnet's Growth Areas are supported by a range of planning documents including area action plans, development frameworks, transport assessments/ statements, Travel Plans, negotiated planning (S106) and highway agreements (S278), planning conditions and delivery plans. These tools enable developments to be appropriately phased and aligned with investment to deliver proposed improvements to transport and the public realm. Outside these areas the Council requires Transport Assessments / Statements and Travel Plans as set out in Policy TRC01.
- 11.11.2 In order to manage changed traffic movements in these Growth Areas the Council seeks investment in access improvements to existing public transport interchanges. Future public transport interchanges will be designed to ensure easy access for all. At Brent Cross efficient use of the transport system will be assisted by utilising existing spare and future planned capacity on the rail network, particularly in the contra peak direction.
- 11.11.3 Town centres, such as Edgware, Finchley Central and Golders Green are already public transport hubs. Such hubs can benefit from further investment in improving accessibility, including walking and cycling routes.
- 11.11.4 The Brent Cross Growth Area will benefit from new and enhanced bus services, including better bus links between Brent Cross, Colindale and neighbouring boroughs. The BLLTS contains an action to link West London Orbital, both branches of the Northern Line, Great Northern, Piccadilly, Jubilee and potential Crossrail 2 lines (existing National Rail lines) with rapid and orbital bus routes. In addition there will be improvements at the existing Brent Cross and Cricklewood rail stations and a new station at Brent Cross West where many passengers are expected to reverse commute and arrive in the 'contra-peak' direction, from Central London in the morning, helping to utilise spare rail capacity. The new bus station at Brent Cross will replace the existing Brent Cross Shopping Centre bus station and although it is not within the Brent Cross scheme, it will provide benefits to the area and the wider bus network.
- 11.11.5 Planned development and enhancement programmes in town centres will provide opportunities to improve public realm and public transport accessibility as well as walking, cycling and appropriate provision for parking and servicing. This will help make town centres more attractive places to visit. Town centres are also prime locations for enhancement and new development opportunities are being explored through the planned approaches as set out in Policy TOW02. Further detail on the Council's approach to public realm in Barnet is set out at Policy CDH03.

- 11.11.6 These approaches set the basis for the preparation of detailed transport mitigation and improvements likely to be required in association with future redevelopment proposals within town centres. These proposals should be informed by the outputs of an area wide transport model. These will be delivered through Community Infrastructure Levy (CIL), S106 and other contributions from development.
- 11.11.7 To help keep Barnet moving whilst minimising carbon emissions the Council will encourage greater numbers of electric vehicles. New development is required to provide a proportion of the car parking spaces in the development with charging points for electric vehicles in accordance with London Plan Policy T6, with at least 20 per cent of spaces for new residential development having active charging facilities, and passive provision for all remaining spaces, i.e. the infrastructure should be in place to ensure they can be made into active spaces in the future. All car club parking spaces should be supplied with an active charging point for electric vehicles. Charging facilities are now also available from some on street car parking spaces and car parks. For more detail on electric car charging points see <https://tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging> or [Electric vehicles in Barnet | Barnet Council](#).
- 11.11.8 Public transport operations require facilities such as depots, interchanges and bus standing areas in order to operate flexibly and efficiently and the Council will seek suitable opportunities to provide these as development sites come forward and as part of the Local Plan Schedule of Proposals.

Policy TRC02 – Transport Infrastructure

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

- a) The Council will in particular support the delivery of key new transport infrastructure, including (but not restricted to):
- i. A new rail station at Brent Cross West and transport interchange;
 - ii. A replacement bus station at Brent Cross Shopping Centre;
 - iii. A new underground station and enhanced public transport interchange at Colindale;
 - iv. A new passenger rail line - the West London Orbital Line together with upgrades to existing stations (Cricklewood and Hendon and new station at Brent Cross West) on the line;
 - v. Crossrail 2 at New Southgate;
 - vi. New bus stopping and standing arrangements in North Finchley to allow for redevelopment of the bus station for commercial uses;
 - vii. Interchange improvements at Edgware
 - viii. Feasibility of other public transport improvement projects will be explored as appropriate, including the protection and enhancement of existing public transport operational facilities and where necessary the provision of new facilities.

b) The Council has an adopted Long Term Transport Strategy (2020-2041) It will work with Highways England, TfL, Network Rail and others to deliver schemes identified within the BLLTS document

In particular:

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

11.12 Parking

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

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

- The public transport accessibility level (PTAL);
- Travel Time Mapping (TIM);
- Opportunities for sustainable orbital travel
- Orbital access by public transport ;
- Parking stress including the level of on-street parking control;
- Population density and parking ownership of surrounding areas;
- Location and proximity to local services (i.e. is it in a town centre);

- Ease of access by cycling and walking; and
- Other relevant planning or highways considerations, such as to whether the proposal is a conversion of an existing use.

11.12.3 The improvement of orbital connectivity of bus services within Barnet is vital if suitable alternatives to the private vehicle are to be effective. For this reason a method to calculate the level of orbital access by public transport has been developed. This is available in Appendix A of the Car Parking Standards Report 2021. Developers in PTALs 5 and 6 need to determine the level of orbital access for their site to determine the car parking requirements.

11.12.4 Appropriate parking levels for disabled people, that meets London Plan standards, should always be provided in developments. This may include visitors parking for disabled residents who may have regular visitors such as carers and provision should also be made for motorcycle parking. Parking requirements for the emergency services which have particular operational needs will need to be assessed on an individual basis. All other uses except residential should provide parking in accordance with the relevant London Plan parking standards. Uses which don't have parking standards set out in the London Plan will be required to be assessed by the developer as part of the Transport Assessment.

11.12.5 Appropriate car club and visitor parking must be included in the overall parking figures for the relevant uses and not be additional to the number calculated as appropriate. The Council will seek appropriate car club parking ratios in locations with higher PTALs mainly in town centres and Growth Areas. On street parking management and controls will be applied appropriately taking into consideration local conditions and issues, and to ensure the free flow of traffic. Where parking pressure has been identified in residential neighbourhoods a Controlled Parking Zone (CPZ) could be introduced, in consultation with residents, to ensure existing residents have access to parking in their own area.

11.12.6 Some developments however, may have difficulty meeting parking requirements, particularly in town centres. In these situations and when public transport and active travel is available, the Council will show flexibility in the assessment of parking requirements. Where necessary within CPZs the Council will restrict new occupiers from obtaining car parking permits through a legal agreement. The Council will apply the standards set out in Table 23 as a cap on the number of CPZ permits able to be applied for. In some cases it could be appropriate to block the occupiers from obtaining CPZ permits through legal agreement, in other cases it may be appropriate to impose a cap per dwelling which is aligned to the standards in Table 23, also enforced through legal agreement. This will help reduce parking congestion in town centres for other users.

- 11.12.7 Also where development proposals are on the edge of a CPZ, or are within a CPZ with controlled hours, the streets in close proximity but outside the CPZ will need to be included in the parking survey to ensure parking stress is not increased in the surrounding area not covered by the CPZ. The scope of the on street parking surveys must be agreed in advance with the Council.
- 11.12.8 The Council will require a Car Parking Design and Management Plan to be submitted for all applications which include car parking. This should incorporate TfL guidance on car parking management and design.
- 11.12.9 Levels of car parking provision can also be reduced through the delivery of car club parking bays and pool cars which promote a more efficient use of parking spaces. A network of car club bays spread across the Borough should provide a convenient and cost-effective alternative to owning a private car. Developers providing memberships to car clubs for periods of 3 to 5 years assist residents in moving away from dependence on private vehicles.
- 11.12.10 Parking for bicycles and electric vehicle charging points will generally be provided in accordance with the London Plan⁶⁹ and meet the London Cycling Design Standards for all new development or as agreed in a Travel Plan. Edgware Town Centre is identified in the London Plan⁷⁰ as requiring higher than minimum cycle parking standards. Major residential, high density developments should provide secure onsite cycle spaces for each unit. Mixed use town centre development should provide secure off-street space where possible as part of the development and on-street spaces as part of public realm improvements. Showering and changing facilities for cyclists should be provided as part of all non-residential development. Provision of safe, secure and sheltered cycle parking facilities, for commuters and visitors to town centres should also be considered.

Table 23 – Residential Car Parking Standards

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

* Metropolitan and Major Town Centres to be Car Free~; and Up to 0.5 spaces per dwelling be allowed for developments within Opportunity Areas.

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

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

When considering development proposals that are higher density or in more accessible locations, the lower standard shown here should be applied as a maximum.

^ Boroughs should consider standards that allow for higher levels of provision where there is clear evidence that this would support additional family housing.

Policy TRC03 – Parking Management

The Council will expect development to provide parking in accordance with the London Plan standards (Policy T6. Car Parking and Policies T6.2-T6.5.), except in the case of residential development.

- a) The Council will expect residential development to provide parking in accordance with Table 23.
- b) Where development is proposed, and it is deemed a CPZ is necessary then it should be in place within the surrounding area of the development before occupation. A developer contribution towards the implementation and monitoring of the CPZ will be agreed as part of the planning permission.
- c) Residential parking permits will only be available to Blue Badge holders in car free developments. Disabled Persons parking should be provided in accordance with London Plan Policies T6.1 and T6.5.
- d) Where development proposals involve a reduction of existing off-street car parking spaces, the developer must demonstrate that sufficient parking will remain in the area to serve local needs.
- e) Cycle parking is to be delivered in accordance with London Plan Standards set out in Policy T5 Cycling.
- f) Electric Vehicle charging points to be delivered in accordance with London Plan Standards as appropriate for the use.
- g) Spaces should be available for car club vehicle parking along with car club membership for future residents of the development within the agreed car parking provision.
- h) Appropriate provision should be made for efficient deliveries and servicing.

11.13 Digital Communication

11.13.1 Advances in communication technology have transformed the way people work. With increased on-line services and growth of home based workers, combined with more flexible working practices, the expectation is the pattern of commuter travel will change further as more people are able to travel outside the busiest times. The Council is generally supportive of proposals that improve e-infrastructure and access to business services / managed workspaces in town centre locations.

11.13.2 According to Ofcom⁷¹ Broadband speeds in Barnet vary. This may cause issues for companies relying on digital connectivity wanting to locate in the Borough. In order to make Barnet a viable destination for commercial enterprises in the future developers and providers are therefore encouraged to improve the level of connectivity in the Borough. Subject to the level of rents in central London, areas of outer London with good transport connections have an opportunity to attract emerging tech businesses, if the digital connectivity can be improved. Barnet is working with other boroughs in the West London Alliance to identify opportunities for digital innovation across the area. Developers bringing forward employment space will therefore need to consider how they might contribute to improving their development's digital connectivity with high quality communications infrastructure.

11.13.3 Smart technology has the ability to provide transformative change and through technological innovation, assist in addressing many of the challenges of development. The Council encourages the implementation of smart city technology, concepts and systems to:

- a) plan, deliver and manage development by monitoring building health and energy and efficiency;
- b) improve the quality of life of local people and Londoners through air quality monitoring, and encouraging preventative health initiatives in the community;
- c) create and capture economic, social and environmental opportunities by:
 - i. providing new opportunities for business;
 - ii. providing better communication and community safety initiatives (e.g. CCTV) to help create more cohesive and inclusive communities; and
 - iii. improving the monitoring of flood risk and understanding of demands for energy and water demands as well as assessing the health of infrastructure such as water mains.

11.13.4 Barnet utilises wireless communication for CCTV monitoring and management. Contributions from developments may be required to deliver infrastructure for CCTV to ensure continuity of coverage of an area. Developers also need to consult with the Council to ensure that their proposal will not interfere with existing broadcast and communication services, including CCTV. The Council will, if necessary, request mitigation measures such as the installation of a signal carrying device, during the construction phase(s) and at completion of the development.

Policy TRC04 – Digital Communication and Connectivity

The Council will promote the development of advanced, high quality communications infrastructure to support economic growth and more accessible, inclusive communities and enabling residents to work from home. Developments should facilitate high speed broadband and advancement in communication networks where possible.

Proposals for the installation of telecommunications equipment will be permitted where it can be demonstrated that:

- i. There is no significant adverse effect on the external appearance of the building on which, or space in which, they are located;
- ii. The special character and appearance of all heritage assets are preserved or enhanced;
- iii. The possibility of sharing facilities, such as masts, cabinet boxes and satellite dishes, and erecting antennae on existing buildings or other structures has been fully explored and where practical becomes the preferred location;
- iv. Technologies to minimise and camouflage any telecommunications apparatus have been explored;
- v. They are appropriately designed, coloured and landscaped to take account of their setting, and are sited in context with their setting;
- vi. The heights and usage of surrounding buildings and screening opportunities have been taken into account and
- vii. There is no significant adverse impact on the visual amenities of neighbouring occupiers.

Where buildings or other structures taller than 3 storeys are proposed these should not interfere with existing broadcast and electronic communications services, particularly CCTV. Where such interference is unavoidable mitigating measures are required to ensure that the quality of existing signal reception is maintained as a minimum.

12 Chapter 12 - Delivering the Local Plan

12.1 Introduction

12.1.1 As a London Borough, Barnet has powers under planning and other legislation to help ensure that the development that is set out in this Local Plan is delivered. This chapter highlights the powers that Barnet has as Local Planning Authority to help deliver development and the Council's wider corporate objectives. As a local planning authority determining planning applications, the Council will determine applications in accordance with policy set out in this local plan unless material considerations indicate otherwise.

12.2 Working with partners

12.2.1 This Local Plan cannot be delivered by the Council in isolation. A wide range of public and private sector stakeholders as well as existing and new communities will also help with delivery.

12.2.2 Barnet's Statement of Common Ground shows how the Council is working with neighbouring boroughs, the wider West London sub-region and other north London local authorities to ensure that Barnet's Local Plan takes account of their plans and programmes as well as the spending and delivery plans of regional bodies such as the GLA and Transport for London. This demonstrates how we meet the Duty to Cooperate.

12.2.3 The Council will ensure that a consistent approach is taken in relation to Growth Areas and town centres which adjoin or cross borough boundaries.

12.3 Enforcement

12.3.1 The Council aims to ensure that development complies with appropriate national and local planning policy and guidance through effective enforcement. Where necessary, the Council will use its powers to take planning enforcement action to ensure that unacceptable development built without planning permission or other consents does not compromise the delivery of the objectives set out in this Local Plan. The Council has a proactive enforcement team that carry out a large number of investigations each year and take legal action to ensure compliance with planning legislation as necessary.

12.4 Delivering infrastructure alongside development

12.4.1 An important role of the planning system is to identify and coordinate the provision of infrastructure. The council has prepared an Infrastructure Delivery Plan (IDP) in order to help do this effectively, and to support a review of the CIL Charging Schedule which is ongoing and explained further below.

12.4.2 The IDP forms a key part of the Local Plan evidence base and:

- Reviews the existing capacity of infrastructure provision across the Borough;

- Identifies infrastructure needs, gaps and deficits in provision and costs of updating and delivering new infrastructure (including where possible, the phasing of development, funding sources and responsibilities for delivery);
- Ensures that infrastructure providers have been involved in the IDP process so as to better align their priorities and resources with delivery of the Local Plan vision and objectives.

12.4.3 The IDP is a “living” document that will be used as a tool for helping to deliver infrastructure. It will be monitored and revised where necessary. The IDP is used to inform the Council’s capital programme and its work in terms of supporting other agencies delivering infrastructure requirements, particularly through developer contributions, such as Community Infrastructure Levy and S106 planning obligations.

12.4.4 The planning process has three main mechanisms for ensuring or contributing to the delivery of the infrastructure that will be required to support development given planning permission. These are the Community Infrastructure Levy (CIL) ,S106 planning obligations and s278 highways agreements.⁷²

12.5 Community Infrastructure Levy (CIL)

12.5.1 The Community Infrastructure Levy (CIL) is a standardised non-negotiable planning charge levied on new development, introduced by the Planning Act 2008. Barnet has been charging CIL since 2013 and it is an important source of funding for infrastructure to support development. From 2013 to April 2021 the Council has collected circa £76 million in CIL payments which have been used to provide infrastructure or improvements to infrastructure in the Borough. The IDP has identified a need for £1.2 billion of new or improvements to existing infrastructure in the Borough. The IDP is being used to support a review of the Barnet CIL Charging Schedule which is being brought forward ahead of this local plan to help ensure developments pay an appropriate contribution towards infrastructure through the levy and to secure more funding for infrastructure to deliver the Local Plan objectives. The rate for residential, which comprises the majority of charges applied, is proposed to increase from circa £200 per square metre to £300 per square metre. Actual receipts from CIL are very difficult to anticipate in advance as receipts are dependent on planning permissions being implemented and some planning permissions are not implemented or take some time to be implemented as sites changes hands or schemes are revised. An estimate undertaken for the charging schedule review indicated that circa £500 million could be collected through CIL though the lifetime of this plan, if all of the development set out in the plan is granted permission after adoption of the new charging schedule and comes forward. It is therefore anticipated that the Council’s current projection of collecting £10 million a year in CIL, could increase to £33 million a year. This will not be sufficient to provide all the infrastructure required as set out in the IDP, so the Council will need to secure other funding from other infrastructure providers / funders as well as using its other income streams effectively.

12.6 Planning obligations

12.6.1 Section 106 of the Town and Country Planning Act 1990 allows local planning authorities to enter into a legal agreement with a developer that would make a development proposal acceptable in planning terms that would not otherwise be acceptable. That might, for example, include the amount of affordable housing which would be included in the development scheme, or an item of infrastructure, or financial contribution towards it, such as a new school or the provision of a new highway junction. NPPF (para 34) sets out that Local Plans should highlight the contributions expected from development. This should include setting out the levels and types of affordable housing provision required, along with other infrastructure (such as that needed for education, health, transport, flood and water management, green and digital infrastructure). Such policies should not undermine Local Plan deliverability.

12.6.2 Planning obligations should only be used where it is not possible to address unacceptable impacts through a planning condition. NPPF (para 56) highlights that planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

12.6.3 Planning obligations can help to contribute to the success of a development and achieving the Council's aims for a site, the 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.

12.6.4 The items sought through a planning obligation will vary depending on the development scheme and its location. Considerations that may require S106 include:

- improvements to public transport infrastructure, systems and services;
- education provision;
- affordable or special needs housing;
- health facilities;
- small business accommodation and training programmes to promote local employment and economic prosperity;
- town centre regeneration, promotion, management and physical environmental improvements including heritage and conservation;
- improvements to highways and sustainable forms of transport;
- environmental improvements including air quality;
- provision of public open space and improving access to public open space;
- other community facilities including policing; and
- other benefits sought as appropriate.

12.6.5 Details for how these considerations will be identified and negotiated for Barnet are set out in the Planning Obligations SPD..

12.6.6 Changes to the CIL regulations in 2019 removed Section 106 pooling restrictions and the requirement for a regulation 123 list, meaning that both Section 106 and CIL contributions can now be used to fund the same piece of infrastructure. In practice however, to be in accordance with the planning obligations tests, s106 will continue to be used to address site specific impacts, and CIL will be used for more strategic infrastructure.

12.7 **S278 Highways Agreements**

12.7.1 Under section 278 of the Highways Act 1980, a local highways authority can enter into a legal agreement with a developer (in order to facilitate development) for the developer to either pay for, or make alterations or improvements to the highway. The need for a s278 Highways Agreement will be identified as part of the consideration of a planning application and the requirement to enter into a s278 will be secured through a planning obligation.

12.8 **Viability**

12.8.1 NPPF (para 57) highlights that where up-to-date policies have set out the contributions expected from development, planning applications that comply with them should be assumed to be viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at the application stage.

12.8.2 Developers should factor in the costs of delivering Local Plan objectives when considering potential development proposals or site purchases. Where proposals meet the policies in this Plan, it will be assumed that they are viable. It is up to the applicant to demonstrate whether particular circumstances justify the need for a viability assessment at application stage. Such circumstances could include:

- where development is proposed on an unallocated site of a different type to those used in the viability assessment that informed this Plan;
- where further information on infrastructure or site costs is required;
- where the type of development proposed is significantly different from standard models of development e.g. build to rent; and
- where economic circumstances have significantly changed since Local Plan adoption.

12.9 **Monitoring**

12.9.1 Monitoring is an important part of the continuous planning process. A set of key indicators and targets have been developed so that the effectiveness of policies in achieving the objectives can be assessed. Where objectives are not being met, appropriate action may be taken which can adjust the outcome or, in some circumstances, a review of policy may be necessary. The key indicators are set out in the table below.

Table 24 – Monitoring Indicators

Category/Number	Key Performance Indicator	Policy	Target (if applicable)	Source of Monitoring Information
Housing				
1	Housing supply – number of net additional dwellings completed in the Borough	BSS01: Spatial Strategy for Barnet	Deliver 35,460 new homes between 2021 and 2036	Planning database and on-site monitoring
2	Housing supply - number of net additional dwellings completed in strategic locations	GSS01: Delivering Sustainable Growth	Delivery of new homes between 2021 and 2036 in accordance with time periods set out in Table 5.	Planning database and on-site monitoring
3	Housing supply – allocated land for development progress	GSS01: Delivering Sustainable Growth	Delivery of new homes through Site Proposals in accordance with Table 5A	Housing trajectory
4	Affordable housing delivered as % of net additional dwellings	HOU01: Affordable Housing	Minimum 35% affordable housing from all developments of 10 or more dwellings.	Planning database and Affordable Housing team
5	Housing mix – building the right homes for the next generation	HOU02: Housing Mix	New homes delivered in accordance with HOU02 dwelling size priorities	Planning database
6	Conversions and Re-development – management of family housing stock	HOU03: Residential Conversions and Re-development of Larger Homes	No conversion or re-development of larger houses in locations that are either in an area with a PTAL of 4 or less OR are not within 400 metres walking distance of a Major or District Town Centre	Planning database
7	Specialist housing – number of specialist older persons homes provided	HOU04: Specialist Housing	Delivery in accordance with London Plan	Planning database
8	Specialist housing – management of Houses in Multiple Occupation (HMO)	HOU04: Specialist Housing	All new HMOs meet requirements of the Additional Licensing Scheme	Planning database and Environmental Health Private

				Sector Housing Team
9	Specialist housing – management of student accommodation	HOU04: Specialist Housing	All new student accommodation subject to a Student Management Plan	Planning database
10	Inclusive design and access standards - % of units which are M4(2): accessible and adaptable dwellings compliant and M4(3): wheelchair user dwellings compliant	CDH02: Sustainable and Inclusive Design	All new homes meet M4(2) standard and 10% of new homes to meet M4(3)	Planning database
Brent Cross and Brent Cross West				
11	Housing supply - number of net additional dwellings completed within Brent Cross Growth Area and Brent Cross West	GSS01: Delivering Sustainable Growth GSS02: Brent Cross Growth Area GSS03: Brent Cross West Growth Area	Deliver minimum of 9,500 new homes in Brent Cross and 1,800 new homes in Brent Cross West between 2021 and 2036 in accordance with time periods set out in Table 5	Planning database and Brent Cross Team
12	Office and retail – new floorspace provision for office and retail	BSS01: Spatial Strategy for Barnet GSS02: Brent Cross Growth Area	Deliver 395,000m2 of new office space and 56,000m2 of new retail space within Brent Cross Growth Area	Planning database and Brent Cross Team
13	Transport – improvements to transport infrastructure within the Brent Cross Growth Area and Brent Cross West Growth Area	BSS01: Spatial Strategy for Barnet GSS02: Brent Cross Growth Area GSS03: Brent Cross West Growth Area	Delivery in accordance with IDP	Planning database and Brent Cross Team
Character, Design and Heritage				
14	Tall buildings – number of and location of tall buildings approved/completed	CDH04: Tall Buildings	No Tall Buildings outside of Strategic Locations	Planning database
15	Heritage assets – number of buildings on the heritage assets at risk register	CDH08: Barnet's Heritage	No increase in buildings on Heritage Assets at Risk Register	Heritage Team

16	Conservation – number of conservation appraisals less than 5 years old	CDH08: Barnet's Heritage	No conservation appraisal is more than 5 years old	Heritage Team
Town Centres				
17	Town centres, local centres and parades – trends within Barnet's town centres, local centres and parades	TOW02: Development Principles in Barnet's Town Centres, Local Centres and Parades	No significant reduction in Commercial, Business and Service Use Class floorspace within primary frontages	Planning database Retail surveys
18	Clustering of specific town centre uses - Hot Food Takeaways, Adult Gaming Centres, Amusement Arcades, Betting Shops, Payday Loan Shops, Pawnbrokers and Shisha Bars	TOW03: Managing Hot Food Takeaways, Adult Gaming Centres, Amusement Arcades, Betting Shops, Payday Loan Shops, Pawnbrokers and Shisha Bars	All new Hot Food Takeaways meet the Healthier Catering Commitment No proposals refuse to demonstrate evidence of health impacts through a Health Impact Assessment	Planning database Retail surveys, Public Health team.
Community Infrastructure				
19	Community infrastructure delivery	CHW01: Community Infrastructure	Delivery of community facilities and infrastructure in accordance with Barnet's IDP	Infrastructure Delivery Plan
19A	Family Friendly Barnet	CHW03 : Making Barnet a Safer Place	Increasing the % of young people and adults that consider the Borough is Family Friendly	Youth Perception Survey
20	Public houses – number of public houses closed	CHW04: Protecting Public Houses	No loss of public houses that have been vacant for less than 12 months and subject to continued marketing for at least 24 months	Planning database
Economy				

21	Offices – new floorspace provision for offices	ECY01: A Vibrant Local Economy	Delivering minimum of 67,000m2 of new office space in District Town Centres	Planning database
22	Industrial – managing LSIS within the borough	ECY01: A Vibrant Local Economy	No net loss of employment floorspace within LSIS	Planning database
23	Affordable workspace – total affordable employment floorspace proposed	ECY02: Affordable Workspace	Delivery of 10% of gross new employment floorspace or equivalent alternative	Planning database
Environment				
24	Regional Park – a new Regional Park within designated Green Belt or MOL	BSS01: Spatial Strategy for Barnet GSS13: Strategic Parks and Recreation	Delivery in accordance with IDP	Greenspaces Team
25	Sports and Recreation - 3 new designation hubs for sports and recreation at: <ul style="list-style-type: none"> • Barnet and King George V Playing Fields • Copthall Playing Fields and Sunny Park • West Hendon Playing Fields 	BSS01: Spatial Strategy for Barnet GSS13: Strategic Parks and Recreation	Delivery in accordance with IDP	Greenspaces Team
26	MOL/Green Belt – amount of borough designated MOL/Green Belt	ECC05: Green Belt and Metropolitan Open Land	No net loss of land designated Green Belt and MOL	Planning database and Greenspaces Team
27	Open space – amount of open space	ECC04: Barnet's Parks and Open Spaces	No net loss of public open space	Planning database and Greenspaces Team
28	Mitigating climate change – number of permitted and completed major development schemes designed to achieve the net zero target	ECC01: Mitigating Climate Change	Delivery in accordance with net carbon targets in London Plan and Mayor's Energy Hierarchy	Planning database
29	Waste – capacity of waste management facilities both new and existing	ECC03: Dealing with Waste	Targets as set out in NLWP	Planning database

30	Biodiversity – change in areas of biodiversity importance	ECC06: Biodiversity	No net loss of area designated as SINC	Planning database and Greenspace Team
31	Biodiversity – ensuring development makes fullest contribution to enhancing biodiversity	ECC06: Biodiversity	All proposals to provide at least 10% Biodiversity Net Gain	Planning database
Transport				
32	Parking – number of cycle parking spaces provided	TRC03: Parking Management	Delivery in accordance with London Plan	Planning database
33	Parking – number of disabled parking spaces provided	TRC03: Parking Management	Delivery in accordance with London Plan	Planning database
34	Parking – number of electric vehicles charging points	TRC03: Parking Management	Delivery in accordance with London Plan	Planning database

13 Appendix A – List of Technical Evidence

LB Barnet

Authorities Monitoring Reports

Published

Barnet Characterisation Study (2010)
 Barnet Substance Misuse Needs Assessments (2019)
 Barnet Employment Land Review (2017)
 Barnet Indoor Sports and Recreation Facility Study (2018)
 Barnet Surface Water Management Plan (2011)
 Barnet Local Flood Risk Management Strategy (2017)
 Barnet Town Centre Floorspace Needs Assessment (2017)
 Barnet Housing Delivery Action Plan (2019)
 Barnet Shisha Bars Report (2016)
 Barnet Hot Food Takeaways Review (2018)
 Barnet Strategic Housing Market Assessment (2018)

Integrated Impact Assessment (Sustainability Appraisal, Equalities Impact Assessment, Health Impact Assessment)

Barnet Residential Conversions Study (2019)
 Barnet Green Belt and Metropolitan Open Land Study (2018)
 Barnet Joint Strategic Needs Assessment (2019)
 Barnet Car Parking Study (2019)
 Barnet Public Houses Review (2018)
 Barnet Tall Buildings Update (2020)
 Barnet Key Facts Evidence Paper (2020)

Published at Reg 19

Barnet Infrastructure Delivery Plan
 Barnet Strategic Transport Assessment
 Barnet Local Plan Viability Assessment
 Gypsy and Traveller Accommodation Needs Assessment Update
 Barnet Car Parking Study Update
 Barnet Strategic Flood Risk Assessment – Stage 2

West London

Published

West London Strategic Flood Risk Assessment (2018)
 West London Strategic Housing Market Assessment (2018)
 West London Gypsy and Traveller Accommodation Needs Assessment (2018)
 West London Employment Land Review (2019)

To be published

West London Affordable Workspace Study

London

London Office Policy Review (2017)

London Industrial Demand Study (2017)
GLA London Strategic Housing Land Availability Assessment (2017)
GLA Town Centre Health Checks (2017)
London's Regional Landscape Framework (2011)

National

Demographic Information including Census data and GLA Projections

14 Appendix B – Acronym Buster and Glossary

Acronym Buster

ACV	Asset of Community Value
AEP	Annual Exceedance Probability (in relation to flooding)
ALGG	All London Green Grid
AOD	Above Ordnance Datum
AQMA	Air Quality Management Area
ASD	Autistic Spectrum Disorders
BELR	Barnet Employment Land Review
BLTTS	Barnet Long Term Transport Strategy
BNG	Biodiversity Net Gain
BPOSS	Barnet Parks and Open Spaces Strategy
BRE	Building Research Establishment
BREEAM	Building Research Establishment Environmental Assessment Method
BS	British Standard
BSS	Barnet's Spatial Strategy Policy
BXC	Brent Cross Cricklewood
CCG	Clinical Commissioning Group
CCTV	Closed Circuit Television
CDA	Critical Drainage Area
CDN	Character, Design & Heritage Policy
CHW	Community Uses, Health & Wellbeing Policy
CIL	Community Infrastructure Levy
CLP	Construction Logistics Plan
CPZ	Controlled Parking Zone
CS	Core Strategy
CTMP	Construction Traffic Management Plan
DE	Decentralised Energy
DEFRA	Department of Environment Food and Rural Affairs
DfE	Department for Education
DM	Development Management
DPD	Development Plan Document

ECC	Environment & Climate Change Policy
ECY	Economy Policy
EPC	Energy Performance Certificate
EqIA	Equalities Impact Assessment
ESFA	Education and Skills Funding Agency
FQP	Freight Quality Partnership
GIA	Gross Internal Area
GiGL	Greenspace Information for Greater London (online map)
GSS	Growth & Spatial Strategy Policy
HADAS	Hendon & District Archaeology Society
HIA	Health Impact Assessment
HOU	Housing Policy
HRA	Habitats Regulation Assessment
HSE	Health and Safety Executive
IBSA	International Bible Students Association
ICP	Integrated Care Partnership
ICS	Integrated Care System
IDP	Infrastructure Delivery Plan
IIA	Integrated Impact Assessment
JSNA	Joint Strategic Needs Assessment
KFC	Kentucky Fried Chicken
LEA	Local Employment Agreement
LEGGI	London Energy and Greenhouse Gas Inventory
LFEP	London Fire and Emergency Planning Authority
LFRMS	Local Flood Risk Management Strategy
LILDS	London Industrial Land Demand Study
LIP	Local Implementation Plan
LLDC	London Legacy Development Corporation
LLFA	Lead Local Flood Authority
LOPR	London Office Policy Review
LSIS	Locally Significant Industrial Site
MAC	Marginal Abatement Cost
MHCLG	Ministry of Housing, Communities & Local Government
MOL	Metropolitan Open Land
NEET	Not Engaged in Education, Employment or Training
NLWA	North London Waste Authority

NLWP	North London Waste Plan
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
NRP	Network Recovery Programme
PCN	Primary Care Network
PDSA	Peoples Dispensary for Sick Animals
PHE	Public Health England
PRA	Preliminary Risk Assessment
PTAL	Public Transport Accessibility Level
PVI	Private Voluntary and Independent Sector
RDT	Resilient Design Tool
RoFSW	Risk of Flooding from Surface Water
SA	Sustainability Appraisal
SAB	Sustainable Urban Drainage Systems Approving Body
SAP	Standard Assessment Procedure
SEET	Skills, Employment, Enterprise and Training
SEN	Special Educational Needs
SEND	Special Educational Needs and Disability
SFRA	Strategic Flood Risk Assessment
SIL	Strategic Industrial Location
SINC	Site of Importance for Nature Conservation
SME	Small to Medium Enterprise
SPD	Supplementary Planning Document
SPG	Supplementary Planning Guidance
SSSI	Site of Special Scientific Interest
STP	School Travel Plan
SUDS	Sustainable Urban Drainage Systems
TCFNA	Town Centre Floorspace Needs Assessment
TIM	Travel Time Mapping
TfL	Transport for London
TLRN	TfL Road Network
TOW	Town Centres Policy
TPO	Tree Preservation Order
TRC	Transport & Communications Policy
UGF	Urban Greening Factor
ULEZ	Ultra Low Emission Zone

WFD	Water Framework Directive
WLA	West London Alliance
WLELR	West London Employment Land Review
WLO	West London Orbital

Glossary

This Glossary highlights Barnet Local Plan terminology and should be used as a supplement to Annex 2 of the National Planning Policy Framework and Annex 3 of the London Plan.

15 Minute Neighbourhood : A residential urban concept in which all residents are able to meet most of their daily needs within a short walk or cycle ride from their homes

Affordable Housing: defined by the NPPF 2019 as: housing for sale or rent, for those whose needs are not met by the market. Within London there is a move away from Affordable Rent as a product. The alternative is London Living Rent which is more focused on income. Options in London include:

- London Affordable Rent – for households on low income with rent levels that are genuinely affordable and akin to social rent.
- London Living Rent – for households on average incomes, this offers a lower rent, which enables people to save for a deposit to buy a home.
- London Shared Ownership - allows London households to purchase a share of a new home and pay low rent for the remaining portion e.g. purchase 25% and rent 75%.

For dwellings to be considered affordable in London, annual housing costs should be no greater than 40 per cent of net household income.

Affordable Workspace: Workspace that is provided at rents maintained below the market rate for that space for a specific social, cultural, or economic development purpose.

Agent of Change : Principle which places the responsibility of mitigating the impact of nuisances (including noise) from existing nuisance generating uses on proposed new development close by, thereby ensuring that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints. Similarly, any new nuisance-generating development, for example a music venue, will need to put in place measures to mitigate noise impacts on existing development close by.

Air Quality Management Area (AQMA): An area which a local authority has designated for action, based upon a prediction that Air Quality Objectives will be exceeded.

Air quality neutral: Developments that meet or improve on the benchmarks identified by the Mayor of London are considered to avoid any increase in NOx and PM emissions and are therefore neutral in their impact on air quality.

Annual Exceedance Probability (AEP): is the probability of a certain size of flood flow occurring in a single year. A 1 per cent AEP flood flow has a 1 per cent, or 1-in-100 chance of occurring in any one year, This is then adjusted for climate change to take account of the probable increase in the flood occurring due the changing climate.

Barnet Homes: Manages and maintains Barnet Council's housing stock and is the first point of contact for council tenants and leaseholders who have issues related to moving, transferring property, carrying out repairs or anything else connected to Barnet Council housing.

Barnet Loop: The Barnet Long Term Transport Strategy (BLTTS) recognised that additional routes through the borough's greenspaces could extend the Silk Stream Valley Greenwalk and Dollis Valley Greenwalk, creating a 17-mile loop around the borough for recreational walking, running and cycling. The Barnet Loop also has the ability to link to town centres, leisure facilities and transport hubs in the borough. Further detail is available in the BLTTS.

Betting Shop: A store where the primary activity on the premises is betting services. Each Betting Shop is permitted to have up to four gaming machines, known as fixed odds betting terminals.

Biodiversity Net Gain (BNG): requires developers to provide an increase in appropriate natural habitat and ecological features over and above that level identified on site before development commences. The Environment Bill currently identifies that a 10% improvement is required.

Compulsory Purchase Order (CPO): A legal function that allows certain bodies which need to obtain land or property to do so without the consent of the owner.

Controlled Parking Zone (CPZ): are areas where cars can only be parked in designated bays when displaying a valid parking permit. Parking permits are issued at the discretion of the Council.

Critical Drainage Area (CDA): are the areas within Barnet which are considered to be at the highest risk of surface water flooding. There are 33 CDAs in Barnet

Crossrail 2: A proposed new railway serving London and the Wider South East. To the south, it will connect the South West Mainline via new tunnels from Wimbledon, through central London to New Southgate and Tottenham Hale where it will connect with the West Anglia Mainline.

Decentralised Energy: Local renewable and local low-carbon energy sources.

Fluvial (or river) flooding, occurs when the water level in a river or stream rises and overflows the surrounding banks and into neighbouring land.

Green Belt: A designated area of open land around London (or other urban areas). The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

Green roof: Also known as an eco-roof, living roof, or vegetated roof, is one that is either partially or completely covered in vegetation on top of the human-made roofing structure.

Growth Area : These are distinctive locations with good public transport accessibility. They have a supply of brownfield and underused land and buildings that offer opportunities for inward investment.

Health Impact Assessment (HIA): HIA is used as a systematic framework to identify the potential impacts of a development proposal, policy or plan on the health and wellbeing of the population, or particular groups within it. HIA should be undertaken as early as possible

in the planning application or plan making process to mitigate any potential negative impacts and maximise potential benefits.

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

Heritage asset: a valued component of the historic environment which includes buildings, monuments, sites, places, areas or landscapes positively identified as having a degree of historic significance meriting consideration in planning decisions. Heritage assets can be designated (nationally listed), or non-designated where these have been identified by the local authority (including local listing) during the process of decision-making or plan making.

Large scale: residential development over 200 units or a site of 4 hectares or more. Non-residential development over 10,000m²

Lead Local Flood Authority (LLFA): has the responsibility to prepare and maintain a strategy for local flood risk management in their areas. Barnet Council is the LLFA for the London Borough of Barnet.

Live/ Work units: Purpose-built premises, or purposely converted units, comprising a mix of residential and business uses which cannot be classified under a single class within the Use Classes Order.

Locally Significant Industrial Sites (LSIS): Employment sites of significance to Barnet's economy. Occupancy within these sites is generally similar to that within SIL, but is more varied and may include office or trade uses.

Lifetime Neighbourhood: Places where, in view of an ageing society, transport, basic amenities, green spaces, decent toilets, and places to meet and relax, are consciously planned for people of all ages and conditions in mind within easy reach of homes, accessible to all and planned into proposals at the outset.

Major Developments: 10 or more residential units (or if a number is not given, where the area is more than 0.5 hectares), or 1,000 m² (or more) gross commercial floorspace.

Main Town Centre Uses: Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment and more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, nightclubs, casinos, health and fitness centres, indoor bowling centres and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).

Marginal Abatement Cost (MAC): Is a payment calculated on the amount of air pollution emitted by a development above the appropriate level identified in the Air Quality Neutrality report, using charges identified by DEFRA.

Meanwhile Uses: The temporary use of vacant buildings or land for a socially beneficial purpose including residential use, until such a time that they can be brought back into commercial or residential use again.

Metropolitan Open Land: Extensive areas of land bounded by urban development around London that fulfils a similar function to Green Belt and is protected from inappropriate development by land-use planning policies.

Multi-generational Homes

Homes that are designed to provide space for multiple generations to live under one roof.

Neighbourhood Parades and Isolated Shop Units: Neighbourhood Centres and isolated units are located outside of designated town centres. These shops serve a local retail need and play an important social role in the community as well as contributing to the character and function of the local area.

Network Recovery Plan: Barnet Council's £50million investment in roads and pavements between 2015 and 2020. The investment programme covers all aspects of Barnet's highways network from road and pavements to bridges, road marking and crossings.

North Central London Clinical Commissioning Group : Formally established in April 2020 bringing together 5 North London boroughs including LB Barnet. It is a clinically led GP member driven group.

North London Waste Plan (NLWP): The seven North London Local Planning Authorities of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest have jointly prepared the NLWP. The Plan will set out the planning framework for waste management in the North London Boroughs for the next 15 years and will identify sites for waste management use and set out policies for determining waste planning applications.

Open Space: All land in Barnet that is predominantly undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers a broad range of types of open space, whether in public or private ownership and whether public access is unrestricted, limited or restricted.

Opportunity Areas: Areas designated in the London Plan as London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing.

Payday loan shops: A company that lends customers small amounts of money at high interest rates, on the agreement that the loan will be repaid when the borrower receives their next wages.

Playing Field: A playing field is an area containing at least one playing pitch (0.2 ha or more, including run-offs), irrespective of ownership.

Playing Pitches: A playing pitch means a delineated area which, together with any runoff area, is of 0.2 hectares or more, and which is used for association football, American football, rugby, cricket, hockey, lacrosse, rounders, baseball, softball, Australian football, Gaelic football, shinty, hurling, polo or cycle polo as defined in The Town and Country Planning (Development Management Procedure) (England) Order 2015).

Primary Frontages: Frontages comprising a high proportion of retail uses which may include food, drinks, clothing and household goods. Primary frontage is shown on the Polices Map.

Preliminary Risk Assessment (PRA): is used to establish the previous uses of the land under consideration or land nearby or adjacent to the land being considered. It

identifies potential sources of contamination, receptors e.g. groundwater, and pathways that any ground contamination may take.

Public Transport Access Level (PTAL): A detailed measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability.

Registered Social Landlords: Not-for-profit housing providers approved and regulated by the Government through the Homes & Communities Agency that provide homes for people in housing need.

Section 278 Agreement: A legally binding agreement between the Local Highway Authority and the developer to ensure that the work to be carried out on the highway is completed to the standards and satisfaction of the Local Highway Authority.

Section 106 Agreement: a legal agreement entered into under section 106 of the Town and Country Planning Act 1990 to mitigate the impacts of a development proposal

Small and Medium Enterprises (SMEs): Defined in EU law as enterprises which employ fewer than 250 people and which have an annual turnover not exceeding €50m, and/or an annual balance sheet total not exceeding €43m.

Social Infrastructure: A wide variety of services that are essential to the sustainability and wellbeing of a community such as education facilities, places of worship, health provision, community, cultural, recreation and sports facilities.

Student: A student is a person following a course in higher education as recognised by the office for students.

Studio Flat: Also known as a studio apartment, a small apartment which combines living room, bedroom, and kitchenette into a single room.

Surface water flooding: This type of flooding occurs when the volume of rainwater falling does not drain away through the existing drainage systems or soak into the ground, but lies on or flows over the ground instead.

Sustainable Urban Drainage System (SuDS): An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.

Tall Buildings and Very Tall Buildings: Within Barnet a tall building is defined as having a height of eight storeys or more (equivalent to 26 metres or more above ground level and Very Tall are those of 15 storeys (46 metres or more above ground level).

Transport for London Road Network (TLRN): The Transport for London Road Network is made up of roads that are owned and maintained by Transport for London (TfL). They are the key routes or major arterial roads in London.

UNITAS: Barnet Youth Zone, named by young people as 'Unitas', is an independent charity which will be a purpose-built facility for the borough's young people aged 8 – 19, and up to 25 for those with disabilities.

Water Framework Directive (WFD): is a directive (governmental instruction) which aims to protect and improve the water environment.

West London Orbital: A potential new rail service on existing, underused rail lines in West London as part of the London Overground network. The WLO rail line would run from Hounslow and Kew Bridge towards Hendon and West Hampstead in the north.

15 Appendix C - Replacement of Local Plan Policies

Barnet Local Plan 2012	Draft Barnet Local Plan 2021
CS NPPF Presumption in favour of sustainable development	Local Plan
CS1 - Barnet's place shaping strategy – protection, enhancement and consolidation growth – the Three Strands Approach	GSS01 – Delivering Sustainable Growth
CS2 – Brent Cross – Cricklewood	GSS02 - Brent Cross Growth Area GSS03 - Brent Cross West Growth Area GSS04 - Cricklewood Growth Area
CS3 – Distribution of growth in meeting housing aspirations	GSS05 - Edgware Growth Area GSS06 - Colindale Growth Area GSS07 - Mill Hill East GSS08 - Barnet's District Town Centres GSS09 - Existing & Major New Transport Infrastructure GSS10 - Estate Renewal GSS11 - Major Thoroughfares GSS12 – Car Parks GSS13 – Strategic Parks and Recreation
CS4 – Providing quality homes and housing choice in Barnet	HOU01 – Affordable Housing HOU02 – Housing Mix HOU03 – Residential Conversions and Redevelopment HOU06 – Meeting Other Housing Needs HOU07 - Gypsies, Travellers and Travelling Showpeople
CS5 – Protecting and enhancing Barnet's character to create high quality places	CDH01 – Promoting High Quality Design CDH04 – Tall Buildings
CS6 – Promoting Barnet's town centres	TOW01 – Vibrant Town Centres TOW02 - Development principles in Barnet's Town Centres, Local Centres and Parades TOW03 - Managing Hot Food Takeaways, Adult Gaming Centres, Amusement Arcades, Betting Shops, Payday Loan Shops, Pawnbrokers and Shisha Bars TOW04 – Night-Time Economy CDH03 – Public Realm

CS7 – Enhancing and protecting Barnet’s open spaces	ECC04 – Barnet’s Parks and Open Spaces ECC05 – Green Belt and Metropolitan Open Land
CS8 – Promoting a strong and prosperous Barnet	ECY01 – A Vibrant Local Economy
CS9 – Providing safe, effective and efficient travel	TRC01 – Sustainable and Active Travel TRC02 – Transport Infrastructure
CS10 – Enabling inclusive integrated community facilities and uses	CHW01 – Community Infrastructure
CS11 – Improving health and wellbeing in Barnet	CHW02 - Promoting Health and Wellbeing
CS12 – Making Barnet a safer place	CHW03 - Making Barnet a safer place
CS13 – Ensuring the efficient use of natural resources	ECC01 – Mitigating Climate Change ECC02 – Environmental Considerations ECC02A – Water Management
CS14 – Dealing with our waste	ECC01 – Mitigating Climate Change ECC03 – Dealing with Waste
CS15 – Delivering the Core Strategy	Chapter 12 – Delivering the Local Plan
DM01 – Protecting Barnet’s character and amenity	HOU03 – Residential Conversions and Redevelopment CDH01 – Promoting High Quality Design
DM02 – Development standards	CDH01 – Promoting High Quality Design CDH02 – Sustainable and Inclusive Design CDH07 – Amenity Space and Landscaping
DM03 – Accessibility and inclusive design	CDH02 – Sustainable and Inclusive Design
DM04 – Environmental considerations for development	CDH02 – Sustainable and Inclusive Design CDH07 – Amenity Space and Landscaping
DM05 – Tall buildings	CDH04 – Tall Buildings
DM06 – Barnet’s heritage and conservation	CDH08 - Barnet’s Heritage
DM07 – Protecting housing in Barnet	HOU05 - Efficient Use of Barnet’s Housing Stock
DM08 – Ensuring a variety of sizes of new homes to meet housing need	HOU02 – Housing Mix
DM09 – Specialist housing – Houses in Multiple Occupation, student accommodation and housing choice for older people	HOU04 – Specialist Housing
DM10 – Affordable housing contributions	HOU01 – Affordable Housing
DM11 – Development principles for Barnet’s town centres	TOW01 – Vibrant Town Centres TOW02 - Development principles in Barnet’s Town Centres, Local Centres and Parades

DM12 – Maintaining our local centres and parades	TOW01 – Vibrant Town Centres TOW02 - Development principles in Barnet’s Town Centres, Local Centres and Parades
DM13 – Community and education uses	CHW01 – Community Infrastructure
DM14 – New and existing employment space	ECY01 – A Vibrant Local Economy ECY03 – Local Jobs, Skills and Training
DM15 – Green Belt and open spaces	ECC04 – Barnet’s Parks and Open Spaces ECC05 – Green Belt and Metropolitan Open Land
DM16 – Biodiversity	ECC06 – Biodiversity
DM17 – Travel impact and parking standards	TRC01 – Sustainable and Active Travel TRC02 – Transport Infrastructure TRC03 – Parking Management
DM18 – Telecommunications	TRC04 – Digital Communication and Connectivity
N/A	New policy CDH05 – Extensions
N/A	New policy CDH06 – Basements
N/A	New Policy CDH09 - Advertisements
N/A	New policy CDH04 – Protecting Public Houses
N/A	New policy ECY02 – Affordable Workspace

16 Annex 1 – Schedule of Site Proposals

16.1 Background

16.1.1 The Local Plan quantifies the projected level of growth and identifies the supply of sites needed to meet this growth.

16.1.2 The sites identified in the Local Plan Schedule of Proposals are derived from the following sources:

- Nominated through the Call for Sites process by owners and developers seeking to realise development potential. These include public-sector partners such as Transport for London, Middlesex University, NHS, Ministry of Defence, as well as the Council. The sites included in this plan have been assessed as suitable for development;
- Previously identified in the 2006 Unitary Development Plan but not yet developed;
- Allocated in other planning documents adopted by the Council, including Supplementary Planning Documents, Town Centre Frameworks and Planning Briefs.

16.1.3 As part of the evidence gathering for the Local Plan the Council conducted an extensive call for sites in 2017-18. This supported the work on previous calls for sites that took place in 2009, 2010 and 2015.

16.1.4 To be included in the Schedule sites must be assessed as:

- **Deliverable** i.e. it should be available now and offer a suitable location for the proposed use(s) and a good prospect that proposal will be delivered within next five years.
- **Developable** i.e. it should be in a suitable location for the proposed use(s) and there should be a reasonable prospect that it will be available for and could be developed within 15 years.

16.1.5 This extensive period of information gathering has enabled the Council to move forward with a suite of sites following a robust assessment of those nominated. Reasons for rejection include constraints:

- No realistic prospect of the site coming forward for development during the Plan period;
- It was considered important to retain the existing use on this site;
- Development would conflict with other Local Plan policies such as protection of Green Belt and Metropolitan Open Land.

16.1.6 Physical or environmental factors, such as flood risk (as identified in the 2018 West London Strategic Flood Risk Assessment and Barnet's 2021 Strategic Flood Risk Level 2), or conservation areas, are acknowledged as potentially further restraining development capacity, although these constraints are not absolute.

16.1.7 The Schedule updates proposals that have gained planning consent since Reg 18. Such sites along with other planning consents are reflected in the Housing Trajectory.

16.1.8 The sites set out in this document have the potential to be brought forward for development, subject to a suitable development proposal being submitted to and approved by the Council; it should be noted that the Council will not directly carry out the development.

16.2 Assessing Indicative Residential Capacity of Sites

For the purposes of the Local Plan, site capacity assessment has been based on the site size and the public transport accessibility level (PTAL), which is used to determine the range of appropriate dwelling densities for residential development, and thus an indicative number of dwellings.

16.2.1 A density matrix approach to calculate indicative residential capacity has been utilised in order to provide sufficient accuracy in terms of indicative numbers at the plan-making stage. This provides a good basis for a more detailed design led approach as proposals near the planning application stage. For relevant sites on which student halls of residence are expected a figure is included on the ratio that three student rooms are equivalent to one standard housing unit (as per the 2017 London Strategic Housing Market Assessment).

Figure 1: Density Matrix

Setting	Public Transport Accessibility Level (PTAL)		
	0 to 1	2 to 3	4 to 6
Suburban:	150-200 hr/ha	150-250 hr/ha	200-350 hr/ha
3.8-4.6 hr/unit	35-55 u/ha	35-65 u/ha	45-90 u/ha
3.1-3.7 hr/unit	40-65 u/ha	40-80 u/ha	55-115 u/ha
2.7-3.0 hr/unit	50-75 u/ha	50-95 u/ha	70-130 u/ha
Urban:	150-250 hr/ha	200-450 hr/ha	200-700 hr/ha
3.8 -4.6 hr/unit	35-65 u/ha	45-120 u/ha	45-185 u/ha
3.1-3.7 hr/unit	40-80 u/ha	55-145 u/ha	55-225 u/ha
2.7-3.0 hr/unit	50-95 u/ha	70-170 u/ha	70-260 u/ha
Central:	150-300 hr/ha	300-650 hr/ha	650-1100 hr/ha
3.8-4.6 hr/unit	35-80 u/ha	65-170 u/ha	140-290 u/ha
3.1-3.7 hr/unit	40-100 u/ha	80-210 u/ha	175-355 u/ha

2.7-3.0 hr/unit	50-110 u/hr	100–240 u/ha	215–405 u/ha
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Appropriate density ranges are related to setting in terms of location, existing building form and massing, and the index of public transport accessibility (PTAL). The setting can be defined as:

- central – areas with very dense development, a mix of different uses, large building footprints and typically buildings of four to six storeys, located within 800 m walking distance of a Metropolitan or Major town centre.
- urban – areas with predominantly dense development such as, for example, terraced houses, mansion blocks, a mix of different uses, medium building footprints and typically buildings of two to four storeys, located within 800 m walking distance of a district centre or, along main arterial routes
- suburban – areas with predominantly lower density development such as, for example, detached and semi-detached houses, predominantly residential, small building footprints and typically buildings of two to three storeys.

16.3 Other Uses

16.3.1 Where the site is expected to have uses other than residential, the type of uses are described. In some cases, these uses reflect those already happening on the site, for example commercial retail and offices uses on town centre sites. In other cases, the use type would support the residential development and be suitable to the location, for example a community use could include a creche as part of a large housing delivery.

16.3.2 The use types are expressed as an estimated percentage as of the potential development and are therefore set out and shown as a proportion of total floorspace.

16.4 Relationship of Site Proposals to Other Planning Documents

16.5 Opportunity Area Planning Frameworks/ Area Action Plans/ Local Area Frameworks

16.5.1 The Local Plan for Barnet includes existing opportunity area planning frameworks for Brent Cross-Cricklewood and Colindale, along with a new opportunity area at New Southgate.

16.5.2 The Opportunity Areas are designated within the London Plan as the capital's principal opportunities for accommodating large scale development. The Opportunity Areas are supported by Area Frameworks that set the parameters for development proposals that contribute to regeneration and tackle inequalities as well as the environmental, economic and social barriers that affect the lives of people in the area. Opportunity Areas have the highest expectations for delivering new homes and new jobs as well as supporting infrastructure. Opportunity Areas are the largest strategic locations in the Key Diagram.

16.5.3 The following Barnet areas are designated (or were previously designated in the case of Mill Hill East) in the London Plan.

Brent Cross Cricklewood – The London Plan designates Brent Cross Cricklewood as an Opportunity Area. The planning framework for Brent Cross Cricklewood is set out in the Area Development Framework adopted as Supplementary Planning Guidance in December 2005. Formerly a Regeneration Area Brent Cross / Cricklewood is now designated as three individual Growth Areas in Local Plan: Brent Cross, Brent Cross West and Cricklewood Town Centre.

Colindale-Burnt Oak – The London Plan designates Colindale as an Opportunity Area. The planning framework for Colindale is set out in the Area Action Plan adopted in March 2010. Unimplemented allocations in the AAP remain part of the Local Plan Schedule of Proposals. Formerly a Regeneration Area, Colindale is now designated as a Growth Area in the Local Plan.

New Southgate – The London Plan designates New Southgate as an Opportunity Area. A planning framework will be produced jointly with the GLA, LB Enfield and LB Haringey that will further assess the development potential of this area.

Mill Hill East – The planning framework for Mill Hill East is set out in the Area Action Plan adopted in January 2009. Unimplemented allocations in the AAP remain part of the Local Plan. Formerly an Area for Intensification, Mill Hill East is now identified as an area for good suburban growth in the Local Plan.

Local Area Frameworks – The frameworks provide the basis for managing and promoting positive change in identified town centres. Unimplemented key opportunity sites identified in these documents are a source for the Local Plan Schedule of Proposals, in particular the North Finchley Town Centre Framework SPD (2018) and New Barnet Town Centre Framework (2010).

16.6 Growth Areas

16.6.1 The Growth Areas are distinctive locations with good public transport accessibility. They have a supply of brownfield and underused land and buildings that offer opportunities for inward investment. Growth Areas, together with the District Town Centres, provide identified developable and deliverable sites with substantial capacity for new homes, jobs and infrastructure. Smaller and more focused Growth Areas can also be within Opportunity Areas. Through planning frameworks parameters can be set for ensuring good place-making and responding to the individual characteristics of Growth Areas and individual Town Centres. Barnet's Growth Areas are shown on Map 2, the Key Diagram.

16.7 Town Centres

16.7.1 Boundaries of Town Centres were established in 2012 and have not been changed. Town centre sites are included as those that are within 400 metres of a Town Centre boundary.

16.8 Major Thoroughfares

16.8.1 Major Thoroughfares are identified in Map 2 of the Local Plan. Major Thoroughfare sites are identified as those along an identified Major Thoroughfare and that are not within a Growth Area or Town Centre.

16.9 Estate Renewal and Infill

16.9.1 Sites are identified which involve the renewal and infill development of existing housing estates. The residential figures for Estate Renewal are shown on the basis of net increase.

16.10 Major Public Transport Infrastructure

16.10.1 Major Public Transport Infrastructure sites are identified as within 400 metres of an existing or new public transport hub and which have not otherwise been identified as within Growth Areas, Town Centres or Major Thoroughfares.

16.11 North London Waste Plan

16.11.1 To deliver sustainable waste management the North London Waste Plan allocates sites as the principal locations considered suitable for waste facilities. Sites for waste management can also be allocated in the Local Plan.

16.12 Neighbourhood Plans

16.12.1 Neighbourhood Plans can allocate sites of local, non-strategic importance.

16.13 Local Plan Policies Map

16.13.1 The Local Plan Policies Map provides the spatial expression of the Council's planning policies.

16.14 Assessment of Development Proposals on Sites

16.14.1 The Council will apply adopted Local Plan Policy and developer requirements together with the London Plan and national planning guidance when future planning proposals come forward on Local Plan sites, including affordable housing obligations. When bringing forward development proposals regard should be had to the Local Plan policies as a whole. Planning applications should also comply with the Council's approved validation requirements.

16.14.2 Proposals on sites over one hectare will require a screening opinion for Environmental Impact Assessment to accompany the submission of any planning applications.

4. List of Sites – Summary Table

Site No.	Site	Ward	Address	Indicative Units	Non-residential Uses
1	Former Church Farm Leisure Centre	Brunswick Park	Burlington Rise, Brunswick Park, EN4 8XE	12	-
2	North London Business Park	Brunswick Park	Brunswick Park Rd, Brunswick Park, N11 1NP	1,350	A school, multi-use sports pitch, employment and associated car parking
3	Osidge Lane Community Halls	Brunswick Park	Osidge Lane, Southgate, N14 5DU	16	Community uses, school access and retained parking
4	Osidge Library & Health Centre	Brunswick Park	Brunswick Park Rd & Osidge Lane, Brunswick Park, N11 1EY	16	Replacement library and health centre
5	Edgware Hospital (Major Thoroughfare)	Burnt Oak	Edgware Rd, Burnt Oak, HA8 0AD	366	Hospital continuing in use, with associated car parking
6	Watling Avenue car park & market (Burnt Oak Town Centre)	Burnt Oak	Barnfield Rd, Burnt Oak, HA8 0AY	160	40% mixed uses (station building, retail and car parking)
7	Beacon Bingo (Cricklewood Growth Area)	Childs Hill	200 Cricklewood Broadway, Cricklewood, NW2 3DU	132	Leisure uses
8	Broadway Retail Park (Cricklewood Growth Area)	Childs Hill	Cricklewood Lane, Cricklewood, NW2 1ES	1,007	Commercial - retail and community
9	Colindeep Lane (adjacent to Northern Line) (Colindale Growth Area)	Colindale	Colindeep Lane, Colindale, NW9 6RY	128	-
10	Douglas Bader Park Estate (Estate Regeneration and Infill)	Colindale	Clayton Field, Colindale, NW9 5SE	478	Small quantum of community facilities and commercial (retail)
11	KFC/ Burger King Restaurant	Colindale	Edgware Road, NW9 5EB	162	Commercial uses (restaurant) and takeaway
12	McDonald's Restaurant	Colindale	157 Colindeep Lane, NW9 6BD	175	Commercial uses (restaurant) and takeaway
13	Public Health England	Colindale	61 Colindale Avenue, NW9 5EQ/HT	794	Community
14	Sainsburys The Hyde (Major Thoroughfare)	Colindale	Edgware Rd, The Hyde, NW9 6JX	1,309	Commercial (retail), community and car parking
15	Tesco Coppetts Centre (Major Thoroughfares)	Coppetts	Colney Hatch Lane, Friern Barnet, N11 0SH	397	Commercial (retail), community and car parking.

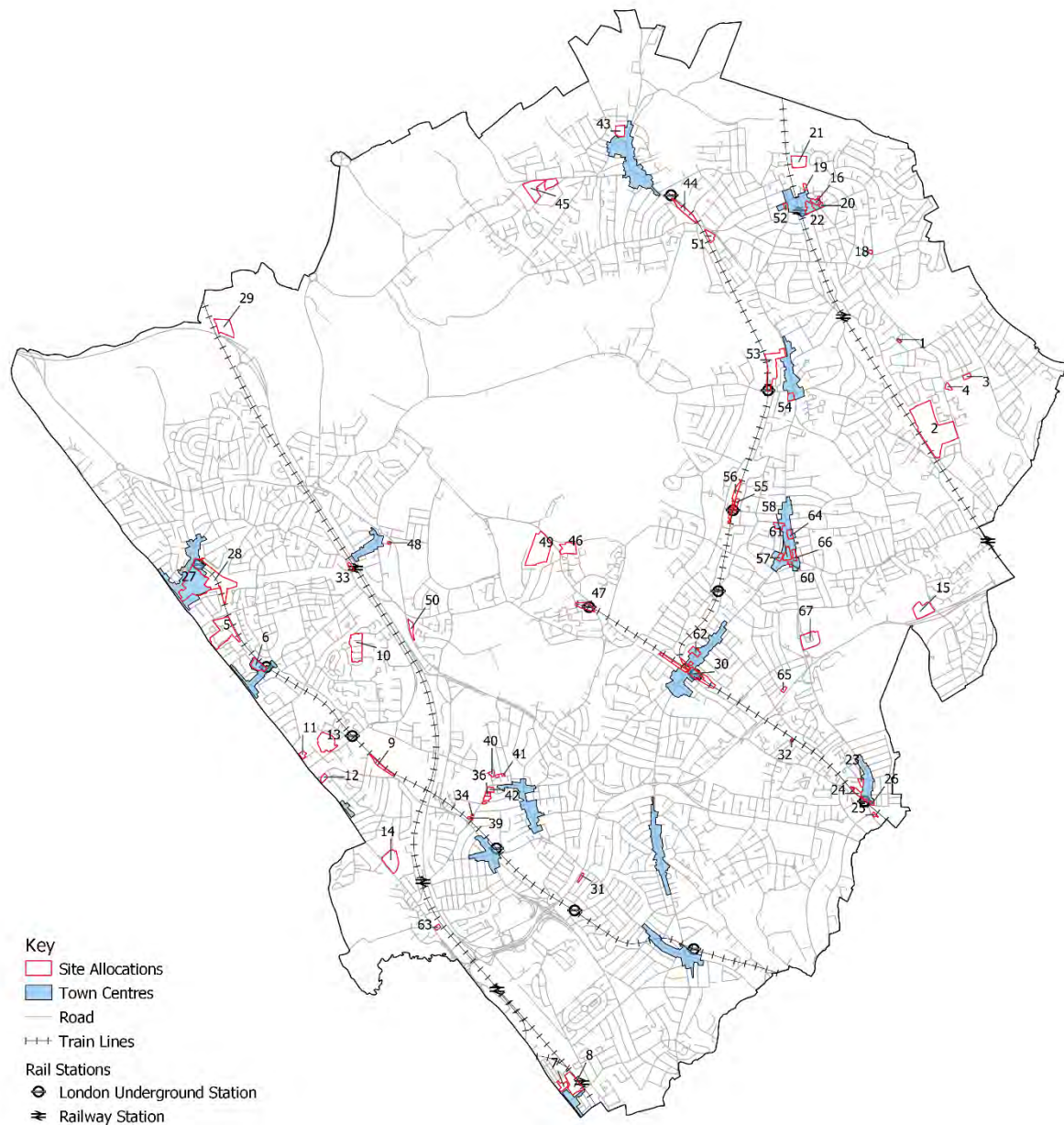
16	45-69 East Barnet Rd (New Barnet town centre)	East Barnet	45-69 East Barnet Rd, New Barnet, EN4 8RN	110	Commercial (retail and office)
17			Site number retained to provide consistency of numbering between the Plan versions.		-
18	Former East Barnet Library	East Barnet	85 Brookhill Rd, New Barnet EN4 8SG	12	Community
19	East Barnet Shooting Club (New Barnet Town Centre)	East Barnet	Victoria Rd New Barnet EN4 9SH	43	-
20	Fayer's Building Yard & Church (New Barnet Town Centre)	East Barnet	63-77 East Barnet Rd & 15-17 Margaret Rd, New Barnet, EN4 9NR	25	Community
21	New Barnet gasholder (New Barnet Town Centre)	East Barnet	Albert Rd, New Barnet, EN4 9SH	201	Community
22	Sainsburys (New Barnet Town Centre)	East Barnet	66 East Barnet Rd, New Barnet, EN4 8RQ	199	Commercial (retail and office) and car parking.
23	Bobath Centre (East Finchley Town Centre)	East Finchley	250 East End Rd, East Finchley, N2 8AU	25	Community.
24	East Finchley station car park (East Finchley Town Centre)	East Finchley	High Rd East, Finchley, N2 0NW	135	Commercial (office) and public car parking
25	East Finchley substation (East Finchley Town Centre)	East Finchley	High Rd, East Finchley, N2 0NL	23	-
26	Park House (East Finchley Town Centre)	East Finchley	16 High Rd, East Finchley, N2 9PJ	19	Community
27	Edgware town centre (Edgware Growth Area)	Edgware	Station Rd, Edgware, HA8	2,379	Commercial (retail and office), entertainment and community
28	Edgware underground & bus stations (Edgware Growth Area)	Edgware	Station Rd, Edgware, HA8 7AW	2,317	Transport, commercial (retail and office) and community
29	Scratchwood Quarry	Edgware	NW7 3JA	-	Waste
30	Finchley Central Station (Finchley Central/ Church End Town Centre)	Finchley Church End	Squires Lane/ Nether St/ Crescent St, Finchley N12 (railway verges and airspace above tracks and Finchley Central station)	556	Transport, commercial (retail and offices) and car parking
31	Brentmead Place (Major Thoroughfare)	Golders Green	1-6 Brentmead Place (North Circular Road), Golder's Green, NW11 9JG	46	-




32	Manor Park Road car park	Golders Green	72-76 Manor Park Rd, East Finchley, N2 0SJ	7	-
33	Bunns Lane Car park (Mill Hill Town Centre)	Hale	Bunns Lane, Mill Hill, NW7 2AA	43	Hotel and car parking
34	Burroughs Gardens Car park (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4AU	9	-
35	Egerton Gardens car park (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 8BD	23 (69 student halls of residence)	-
36	Fenella (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4BS	60 (180 student halls of residence)	Educational
37			Site number retained to provide consistency of numbering between the Plan versions.		
38	Ravensfield House (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4BT	84 (252 student halls of residence)	Educational uses.
39	The Burroughs car park (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4AR	21	-
40	Meritage Centre	Hendon	28-46 Meritage Centre, Church End Hendon NW4 4JT	36 (108 student halls of residence)	Community
41	PDSA and Fuller St car park	Hendon	The Burroughs, Hendon, NW4 4BE	12 (36 student halls of residence)	Community
42	Usher Hall (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4HE	39 (117 student halls of residence)	-
43	Army Reserve Depot (Chipping Barnet Town Centre)	High Barnet	St Alban's Rd, Chipping Barnet, EN5 4JX	193	Commercial (office) and community
44	High Barnet Station (Chipping Barnet Town Centre)	High Barnet	Great North Rd, Chipping Barnet, EN5 5P	292	Public car parking and employment. Designated within UDP (2006) as Site 26 supporting commercial (office), hotel and leisure.
45	Whalebones Park	High Barnet	Wood St, Chipping Barnet, EN5 4BZ	149	Community facilities and local green space
46	IBSA House (Mill Hill Growth Area)	Mill Hill	The Ridgeway, Mill Hill, NW7 1RN	197	
47	Mill Hill East Station (Mill Hill Growth Area)	Mill Hill	Bittacy Hill, Mill Hill, NW7 1BS – airspace above and land adjoining station	127	Rail infrastructure and car parking

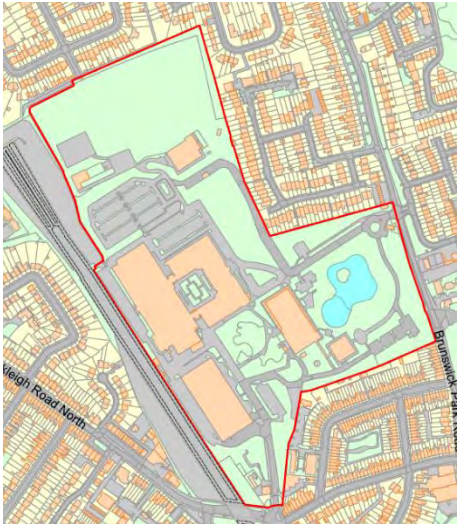

48	Mill Hill Library	Mill Hill	Hartley Avenue, NW7 2HX	19	Community
49	Watchtower House & Kingdom Hall (Mill Hill Growth Area)	Mill Hill	The Ridgeway, Mill Hill, NW7 1RS/ 1RL	224	Open Green Belt and community uses
50	Watford Way & Bunns Lane (Major Thoroughfare)	Mill Hill	Adjacent to Watford Way, Mill Hill, NW7 2EX	105	-
51	Great North Road Local Centre (Major Thoroughfare)	Oakleigh	Great North Rd, New Barnet, EN5 1AB	84	Cinema and public house
52	Kingmaker House (New Barnet Town Centre)	Oakleigh	15 Station Rd, New Barnet, EN5 1NW	61	Commercial (office)
53	Allum Way (Whetstone Town Centre)	Totteridge	Totteridge & Whetstone station/ High Rd/ Downland Close/ Allum Way, Whetstone, N20	600	TfL rail infrastructure, commercial (office and light industrial), community and car parking.
54	Barnet House (Whetstone Town Centre)	Totteridge	1255 High Rd, Whetstone, N20 0EJ	139	Commercial (office) and community
55	Woodside Park Station east (Existing Transport Infrastructure)	Totteridge	Woodside Park Rd, Woodside Park, N12 8RT	95	Car parking
56	Woodside Park Station West (Existing Transport Infrastructure)	Totteridge	Station Approach, Woodside Park, N12 8RT	356	-
57	309-319 Ballards Lane (North Finchley Town Centre)	West Finchley	309-319 Ballards Lane, North Finchley, N12 8LY	130	Commercial (retail and office) and community
58	811 High Rd & Lodge Lane car park (North Finchley Town Centre)	West Finchley	811 High Rd & Lodge Lane, North Finchley, N12 8JT	132	Commercial (retail and office) and public car parking
59	Central House (Finchley/ Church End Town Centre)	West Finchley	1 Ballards Lane, Finchley N3 1UX	48	Commercial (retail and office)
60	Finchley House (key site 3) (North Finchley Town Centre)	West Finchley	High Road & Kingsway North Finchley N12 0BT	202	Commercial (office) and community
61	Tally Ho Triangle (key site 1) (North Finchley Town Centre)	West Finchley	High Rd, Ballard's Lane & Kingsway, North Finchley, N12 0GA/ OGP	281	Commercial (retail, and office), leisure, transport, car parking and community facilities
62	Tesco Finchley (Central Finchley/ Church End Town Centre)	West Finchley	21-29 Ballard's Lane, Finchley, N3 1XP	170	Commercial (retail and office) and car parking
63	Philex House (Major Thoroughfare)	West Hendon	110-124 West Hendon Broadway, West Hendon, NW9 7DW	48	-


64	744-776 High Rd (North Finchley Town Centre)	Woodhouse	744-776 High Rd, North Finchley, N12 9QG	175	Commercial (retail and office)
65	Barnet Mortuary (former)	Woodhouse	Dolman Close Finchley N3 2EU	20	-
66	East Wing (key site 4) (North Finchley Town Centre)	Woodhouse	672-708 High Rd North Finchley N12 9PT/9QL	125	Commercial (retail and office) and cultural
67	Great North Leisure Park (Major Thoroughfare)	Woodhouse	High Rd, Friern Barnet, N12 0GL	352	Sports and leisure, commercial (restaurants and cafes), community and car parking

5.0 Borough Sites Map









Site No. 1	Former Church Farm Leisure Centre			
Site Address:	Burlington Rise, Brunswick Park, EN4 8XE			
	Ward:	Brunswick Park		
	PTAL 2019:	1B		
	PTAL 2031:	1B		
	Site Size:	0.13 ha		
	Ownership:	Council		
	Site source:	Council assets disposal programme		
	Context type:	Urban		
	Existing or most recent site use/s:	Swimming pool/ leisure centre		
	Development timeframe:	0-5 years		
Planning designations:	Archaeological Priority Area			
Relevant planning applications:	None			
		Site description:	The site is immediately adjacent to Grade II listed buildings, including the water tower, 2A and 3 Church Farm School, and the nearby St Mary's Church. Surrounding buildings are of 2-3 storeys. The site formerly included a Council-owned public swimming pool and leisure centre (replaced in 2019-20 by the new leisure centre in Victoria Recreation Ground, New Barnet). The site adjoins the Mill Hill County Secondary School.	
		Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, CHW01, CHW02, TRC01, TRC03	
		Proposed uses/ allocation (as a proportion of floorspace):	100% Residential	
		Indicative residential capacity:	12	
		Justification:	The leisure centre has been replaced by the new facility at Victoria Recreation Ground. The location and context make this site suitable for residential development.	



Site requirements and development guidelines:	The adjacent and nearby statutorily listed buildings must be carefully considered in any redevelopment of the site, and proposals must also respect the scale and form of the surrounding buildings, including the nearby listed St Mary’s Church. Proposals must not affect the safe running of the neighbouring school.																							
Site No. 2	North London Business Park																							
Site Address:	Brunswick Park Rd, Brunswick Park, N11 1NP																							
	<table border="1"> <tr><td>Ward:</td><td>Brunswick Park</td></tr> <tr><td>PTAL 2019:</td><td>1B</td></tr> <tr><td>PTAL 2031:</td><td>1A/1B</td></tr> <tr><td>Site Size:</td><td>16.49 ha</td></tr> <tr><td>Ownership:</td><td>Private</td></tr> <tr><td>Site source:</td><td>Call for sites, Planning Brief</td></tr> <tr><td>Context type:</td><td>Urban</td></tr> <tr><td>Existing or most recent site use/s:</td><td>Offices, school</td></tr> <tr><td>Development timeframe:</td><td>6-10 years</td></tr> <tr><td>Planning designations:</td><td>Locally Significant Industrial Site</td></tr> <tr><td>Relevant planning applications:</td><td>15/07932/OUT (granted on appeal) 1,350 residential units and mixed uses.</td></tr> </table>	Ward:	Brunswick Park	PTAL 2019:	1B	PTAL 2031:	1A/1B	Site Size:	16.49 ha	Ownership:	Private	Site source:	Call for sites, Planning Brief	Context type:	Urban	Existing or most recent site use/s:	Offices, school	Development timeframe:	6-10 years	Planning designations:	Locally Significant Industrial Site	Relevant planning applications:	15/07932/OUT (granted on appeal) 1,350 residential units and mixed uses.	
Ward:	Brunswick Park																							
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Site source:	Call for sites, Planning Brief																							
Context type:	Urban																							
Existing or most recent site use/s:	Offices, school																							
Development timeframe:	6-10 years																							
Planning designations:	Locally Significant Industrial Site																							
Relevant planning applications:	15/07932/OUT (granted on appeal) 1,350 residential units and mixed uses.																							
	Site description:	A large site currently in use for low-rise office buildings, extensive car parking and a secondary school. Designation as a Locally Significant Industrial Site reflects existing office uses. There are also large areas of green landscaping. The main line railway runs along the western boundary of the site, and on other sides is surrounded by suburban housing.																						
	Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, ECY01, ECY02, ECY03, TRC01, TRC02, TRC03																						
	Proposed uses/ allocation (as a proportion of floorspace):	Residential with a school, multi-use sports pitch, employment and associated car parking.																						
	Indicative residential capacity:	1,350 (15/07932/OUT)																						

		<p>Justification:</p>	<p>The site has received planning permission (ref 15/07932/OUT).</p>
<p>Site requirements and development guidelines:</p>	<p>The Council seeks comprehensive redevelopment through a residential led scheme that integrates with the surrounding area. There should also be provision of education, replacement nursery and other community uses; affordable and flexible employment floorspace for SMEs; a replacement sports pitch to serve both the new development and the surrounding area; and provision of a significant quantity of public open space. Access to the site from surrounding areas must improve both permeability and security, while avoiding vehicular traffic using the site as a through-route. The scale provides an opportunity for the redevelopment to define the site's own character, and to increase local permeability and integration. The design will need to consider the amenity of surrounding suburban housing.</p> <p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application.</p> <p>For further information refer to the North London Business Park (2016) Planning Brief.</p>		



<p>Site No. 3</p>	<p>Osidge Lane Community Halls</p>			
<p>Site Address:</p>	<p>Osidge Lane, Southgate, N14 5DU</p>			
		<p>Ward:</p>	<p>Brunswick Park</p>	
		<p>PTAL 2019:</p>	<p>2</p>	
		<p>PTAL 2031:</p>	<p>2</p>	
		<p>Site Size:</p>	<p>0.45 ha</p>	
		<p>Ownership:</p>	<p>Council</p>	
		<p>Site source:</p>	<p>Council assets disposal programme</p>	
		<p>Context type:</p>	<p>Urban</p>	


	Existing or most recent site use/s: Community facilities, associated car park, access road to primary school		
	Development timeframe: 0-5 years		
Planning designations: Metropolitan Open Lan (MOL)			
Relevant planning applications: None			
	Site description:	The site contains two community halls, parking for Brunswick Park, and an access road to a primary school and for maintenance access to Brunswick Park. The site is close to Pymmes Brook and the northern edge of the site lies partly within Flood Zone 3. The site includes a small area of Metropolitan Open Lan (MOL) along the south part of the site. A Site of Importance for Nature Conservation (SINC) is adjacent, and Green Chain which surrounds Pymmes Brook. Buildings on Osidge Lane are low-rise residential dwellings.	
	Applicable Draft Local Plan policies:	GSS01, GSS12, HOU01, HOU02, CDH01, CDH02, CHW01, CHW02, ECC02, ECC04, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	25% residential floorspace with 75% floorspace for community uses, school access and retained parking	
	Indicative residential capacity:	16	
	Justification:	This site is in a residential area and is in a relatively low-intensity use, providing an opportunity for a more effective use of the space.	
Site requirements and development guidelines:	Evidence must be provided that the community halls are no longer required or will be replaced at a suitable location. The site is partly in Flood Zone 3 and proposals must, with reference to the SFRA Level 2, demonstrate how flood risk will be managed and mitigated. Development should avoid losing openness of the MOL designated area. Proposals must take into consideration that that a critical Thames Water trunk sewer runs through or close to this site. Vehicular access to the primary school and for Brunswick Park must be maintained, reducing the developable area at the west of the site. Proposed designs must take into consideration the low-rise (2-3 storey) residential context.		




Site No. 4	Osidge Library & Health Centre		
Site Address:	Brunswick Park Rd & Osidge Lane, Brunswick Park, N11 1EY		
	Ward:	Brunswick Park	
	PTAL 2019:	1B/ 2	
	PTAL 2031:	1B/ 2	
	Site Size:	0.39 ha	
	Ownership:	Council	
	Site source:	Council assets disposal programme	
	Context type:	Urban	
	Existing or most recent site use/s:	Public library and health centre with associated car parking	
Development timeframe:	0-5 years		
Planning designations:	None		
Relevant planning applications:	None		
	Site description:	The existing uses include a health centre and library which are essential community infrastructure.	
		The surrounding buildings are of a low-rise residential nature. The site is situated on a prominent corner location and includes attractive, mature trees as part of a landscaped area.	
	Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, CDH01, CDH02, CHW01, CHW02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	50% residential floorspace with 50% floorspace to provide a replacement library and health centre	
	Indicative residential capacity:	16	
	Justification:	This site is in a residential area and is in a relatively low-intensity use, providing an opportunity for a more effective use of the space.	
	Site requirements and development guidelines:	The health centre and library are essential community infrastructure and any proposal must re-provide either on-site or in a comparable replacement site. Community facilities will need to be provided on the ground floor. Any proposal must take into consideration the low-rise residential nature of surrounding buildings and avoid overlooking the neighbouring primary school. Proposal must address in design terms the site's prominent corner location in the local urban context , including retention of the mature trees as part of a landscaped area. The parking requirements must be assessed as part of any proposal.	

Site No. 5	Edgware Hospital (Major Thoroughfare)		
Site Address:	Edgware Rd, Burnt Oak, HA8 0AD		
	Ward:	Burnt Oak	
	PTAL 2019:	3	
	PTAL 2031:	3	
	Site Size:	2.87 ha	
	Ownership:	Public (NHS)	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Hospital	
	Development timeframe:	6-10 years	
	Planning designations:	Site of Borough Importance for Nature Conservation	
Relevant planning applications:	None		
	Site description:	An NHS hospital on a relatively low-density site, with buildings of 1-2 storeys and large areas of surface car parking. Much of the site is in Flood Zone 2 and a significant portion within Zone 3a; while surrounding Silk Stream is Zone 3b (functional floodplain). A Site of Borough Importance for Nature Conservation lies along the Silk Stream. The site is on the A5 Edgware Road which in this section is low-rise in character, with retail and office uses. To the north and south are 3-4 storey residential blocks, while a railway line is to the rear. Burnet Oak Station is within approximately ½ km.	
		Applicable Draft Local Plan policies:	GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, ECC02, ECC02A, ECC06, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	75% of the site by floorspace to continue in use as a hospital , with associated car parking; with 25% of site by floorspace to be residential.	
	Indicative residential capacity:	366	
	Justification:	There is potential to make more efficient use of this relatively low-density location for housing while maintaining the hospital uses on site.	



Site requirements and development guidelines:	<p>The hospital will continue in operational use and full unrestricted access must be maintained. Development should avoid those parts of the site in Flood Zone 3b (functional flood plain). Proposals should refer to the SFRA Level 2 for flood risk avoidance and mitigation measures. The opportunity to remove obsolete weirs at the confluence of the Silk Stream and Deans Brook in northern part of site should be considered. The designated SINC must be protected. Opportunities should be sought to improve biodiversity along the Silk Stream, with a 10 meter buffer reserved along the waterway corridor. Better public access along the Silk Stream should be provided, linking together with the north-south pathway which runs between Deansbrook Road and Watling Avenue along the eastern edge of the site. Connectivity for the Barnet Loop should be explored, with reference to Barnet’s Long Term Transport Strategy (LTTS).</p> <p>The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p> <p>The site should be subject to an archaeological assessment.</p> <p>This location may be suitable for a tall building; further guidance will be provided by the Building Heights SPD. Any tall building should be located away from Silk Stream main river.</p>
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Site No. 6	Watling Avenue car park & market (Burnt Oak Town Centre)		
Site Address:	Barnfield Rd, Burnt Oak, HA8 0AY		
	Ward:	Burnt Oak	
	PTAL 2019:	5	
	PTAL 2031:	5	
	Site Size:	1.47 ha	
	Ownership:	Public (Council and TfL)	
	Site source:	Call for sites, UDP	
	Location type:	Urban	
	Existing or most recent site use/s:	Car park, station building, shopping parade and market	
	Development timeframe:	5-10 years	
Planning designations:	Burnt Oak Town Centre; Site of Borough Importance for Nature Conservation; Watling Estate Conservation Area		
			

	Relevant planning applications:	None	
	Site description:	<p>The site is predominantly public car parking (227 spaces), with a portion given over to a semi-permanent market. An extensive area to the north of the site is undeveloped and overgrown with trees and shrubs. The southern part of the site lies along Watling Avenue and includes part of Burnt Oak Station and a retail parade of 2-storey, inter-war era buildings, designated as a Primary Retail Frontage. The site is within Burnt Oak Town Centre and the Watling Estate Conservation Area. The Silk Stream wraps around the western edge and much of the site is within Flood Zone 3, with a significant portion of the site in Zone 3b (functional flood plain). A Site of Borough Importance for Nature Conservation lies along the watercourse. The Northern Line is along the eastern site boundary, with the Underground and bus routes providing public transport access.</p>	
Applicable Draft Local Plan policies:	GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, CHW02, ECC02, ECC06, TRC01, TRC03		
Proposed uses/ allocation (as a proportion of floorspace):	80% residential floorspace with 20% of floorspace for mixed uses including the station building, commercial (E uses) and car parking.		
Indicative residential capacity:	160		
Justification:	The location is highly accessible and has potential for significant intensification. Development should avoid those parts of the site at highest flood risk.		
Site requirements and development guidelines:	<p>The Flood Zone 3 covering much of the site means that proposals must be subject to the sequential and exception tests and demonstrate how flood risk will be managed and mitigated; the SFRA Level 2 sets out mitigation measures. Development should be located away from those parts of the site at the highest level of flood risk. Proposals must retain town centre uses along the Primary Retail Frontage. Design proposals must also consider the conservation area status ensure protection of the mature trees designated SINC. Proposals should seek to retain the areas of greenery along the Silk Stream and to the northern part of the site to improve biodiversity and as locations for SuDS. Opportunities for public access along the Silk Stream should be fully explored, along with improvements to the footpath running northwards towards Deansbrook Road. Connectivity for the Barnet Loop should be explored, with reference to Barnet’s Long Term Transport Strategy (LTTS).</p> <p>The site should be subject to an archaeological assessment. Public car parking requirements must be assessed and re-provide as needed. TFL are seeking an improved station interchange and step-free access and proposals may be required to make a planning contribute towards this.</p> <p>The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan.</p> <p>The adjacent Northern Line runs through the night on Friday and Saturday and noise levels must be mitigated.</p>		




Site No. 7	Beacon Bingo (Cricklewood Growth Area)			
Site Address:	200 Cricklewood Broadway, Cricklewood, NW2 3DU			
	Ward:	Childs Hill		
	PTAL 2019:	5		
	PTAL 2031:	6A		
	Site Size:	0.47 ha		
	Ownership:	Private		
	Site source:	Call for sites		
	Context type:	Central		
	Existing or most recent site use/s:	Bingo hall		
	Development timeframe:	6-10 years		
	Planning designations:	Archaeological Priority Area		
Relevant planning applications:	None			
	Site description:	The bingo hall occupies a prominent corner location on Cricklewood Broadway. The site is adjacent to the northern boundary of Cricklewood Town Centre. Cricklewood Broadway is characterised by a diverse range of buildings, including late 19th century frontages of 2-4-storeys with retail and residential uses. The site is close to Cricklewood Station.		
		Applicable Draft Local Plan policies:	GSS01, GSS04, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW04, CHW02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	70% of floorspace residential with 30% as leisure uses		
	Indicative residential capacity:	132		
	Justification:	The location is highly accessible and has potential for significant intensification.		
				

Site requirements and development guidelines:	<p>Proposals must support the continuing use of the site as a leisure venue on the vibrant and accessible Cricklewood Broadway. The design should include an active frontage onto Cricklewood Broadway.</p> <p>While tall buildings may be permitted in the Cricklewood Growth Area means, the design must be mindful of the local context.</p> <p>The scale of development is likely to require upgrades of the water supply network infrastructure. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing phasing plan to ensure development does not outpace delivery of essential network upgrades.</p> <p>The site should be subject to an archaeological assessment.</p> <p>The Council will prepare an area planning framework for the Cricklewood Growth Area.</p>
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Site No. 8	Broadway Retail Park (Cricklewood Growth Area)		
Site Address:	Cricklewood Lane, Cricklewood, NW2 1ES		
	Ward:	Childs Hill	
	PTAL 2019:	5	
	PTAL 2031:	5	
	Site Size:	2.77 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Central	
	Existing or most recent site use/s:	Retail and associated car parking	
	Development timeframe:	0-5 years	
	Planning designations:	None	
Relevant planning applications:	20/3564/OUT (refused) 1,100 residential units and mixed uses.		
			


	<p>Site description:</p> <p>Low-density retail units with extensive car parking, adjacent to Cricklewood Town Centre. The Midland Mainline railway runs along the eastern boundary. Opposite are 2-3 storey early 20th Century buildings in retail and residential use.</p> <p>The Cricklewood Railway Terraces conservation area lies to the north west of the site while the Mapesbury Conservation Area lies to the south in neighbouring Brent.</p> <p>Cricklewood Station is adjacent, and the site is highly accessible by public transport.</p>
	<p>Applicable Draft Local Plan policies:</p> <p>GSS01, GSS04, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CDH08, TOW01, TOW02, CHW01, CHW02, EGY03, TOW02, TRC01, TRC02, TRC03</p>
	<p>Proposed uses/ allocation (as a proportion of floorspace):</p> <p>90% of floorspace as residential with 10% commercial and community.</p>
	<p>Indicative residential capacity:</p> <p>1,007</p>
	<p>Justification:</p> <p>The low density buildings and surface car parking are in a high PTAL location, adjacent to town centre shops and services.</p>
<p>Site requirements and development guidelines:</p> <p>The site is suitable for a residential-led scheme along with retail and community uses.</p> <p>Good public transport access, proximity to town centre facilities and the potential for tall buildings mean that significant intensification of the site is possible.</p> <p>Proposal design must also take into careful consideration the sensitive adjacent conservation areas in Barnet and Brent, and low-rise buildings to the south east.</p> <p>The site should be subject to an archaeological assessment.</p> <p>The water supply and wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application.</p> <p>The Council will prepare an area planning framework for the Cricklewood Growth Area.</p>	

Site No. 9	Colindeep Lane (adjacent to Northern Line) (Colindale Growth Area)		
Site Address:	Colindeep Lane, Colindale, NW9 6RY		
	Ward:	Colindale	
	PTAL 2019:	1A	
	PTAL 2031:	2	
	Site Size:	0.81 ha	
	Ownership:	Public (TfL)	


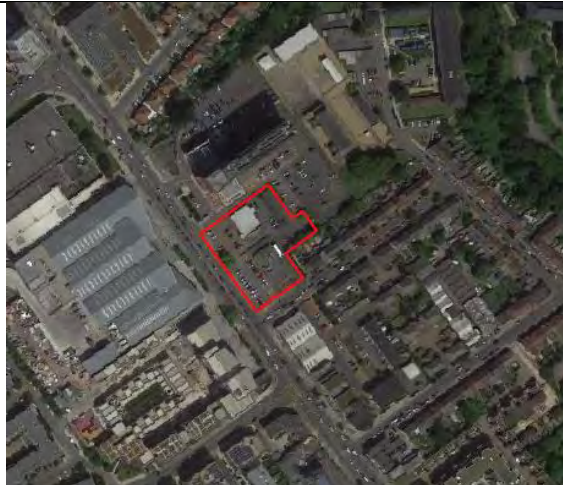

	Site source:		Call for sites	
	Context type:		Urban	
	Existing or most recent site use/s:		Vacant; surplus railway corridor land.	
	Development timeframe:		6-10 years	
	Planning designations:		Site of Borough Importance for Nature Conservation; Green Chain	
	Relevant planning applications:		None	
	Site description:	The site is thickly wooded and lies adjacent to the embankment for the Northern Line. Due to the proximity of the Silk Stream a significant portion of the site is Flood Zone 2, with some of the site in Zone 3. Difficult access also makes the site vulnerable to flood risk.. A Site of Borough Importance for Nature Conservation covers part of the site, which is also crossed by a green chain route along the Silk Stream. The backlands location and watercourse make site access to difficult.		
	Applicable Draft Local Plan policies:	GSS01, GSS06, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CHW02, ECC02, ECC02A, ECC06, TRC01, TRC04		
	Proposed uses/ allocation (as a proportion of floorspace):	100% residential		
	Indicative residential capacity:	128		
	Justification:	The site is not in use and lies within a residential area, offering potential for intensification. The portion of the site in Flood Zone 3b (functional flood plain) should not be built on.		

Site requirements and development guidelines:	<p>Necessary flood risk prevention and mitigation measures must be made to enable development, with reference to the SFRA Level 2. Naturalised SuDS should be integrated within the proposals.</p> <p>Design proposals must ensure protection of the mature trees and Green Chain and adjoining SINC. Proposals should seek to retain the areas of greenery along the Silk Stream to improve biodiversity, along with the potential for creating publicly accessible nature areas. Opportunities for public access along the Silk Stream should be fully explored, with potential for a direct through-route between Colindale Park and Rushgrove Park as part of the Barnet Loop with reference to Barnet’s Long Term Transport Strategy (LTTTS).</p> <p>The site should be subject to an archaeological assessment.</p> <p>The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p> <p>Designs must consider the privacy and amenity of neighbouring residential properties and mitigate the noise from the adjacent Northern Line that runs through the night on Friday and Saturday.</p> <p>Proposals must demonstrate how sufficient access to public highway will be secured.</p>
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Site No. 10	Douglas Bader Park Estate (Estate Regeneration and Infill)		
Site Address:	Clayton Field, Colindale, NW9 5SE		
	Ward:	Colindale	
	PTAL 2019:	1B	
	PTAL 2031:	1B	
	Site Size:	4.12 ha	
	Ownership:	RSL	
	Site source:	Regeneration Report	
	Context type:	Urban	
	Existing or most recent site use/s:	residential	
	Development timeframe:	6-10 years	
	Planning designations:	None	
Relevant planning applications:	None		
			


	Site description: This is a low-rise 1970s-era estate comprising 200 dwellings. The surrounding area is mainly residential. Public transport access is poor.
	Applicable Draft Local Plan policies: GSS01, GSS10, HOU01, HOU02, HOU05, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace): Mostly residential with a small quantum of community facilities and commercial uses.
	Indicative residential capacity: 478 (net increase)
	Justification: The estate has been identified for renewal to update the existing stock, which is in poor condition, while intensifying and making better use of the site through a net increase in housing.
Site requirements and development guidelines:	<p>Due to high costs and substandard dwellings sizes the owner (Home Group) is seeking extensive redevelopment. In 2016 a full assessment was carried out of the estate by the owner; the majority of the properties (99.3%) on the estate fail to meet London Plan Space Standards. Additionally, the homes were built in the 1970s and will need significant investment to maintain both now and in the near future. Many of the homes are no longer fit for purpose and do not meet the housing need of Home Group customers. Home Group, in a Joint Venture with Hill, has undertaken pre-application advice discussions with both LBB and the GLA in relation to the future regeneration of the site. A successful residents' ballot was held in May 2019 where 90.5% of eligible residents participated and 75.4% voted in favour of the regeneration.</p> <p>Proposals must protect the amenity of existing households while providing sufficient amenity for the new homes.</p> <p>The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p> <p>Due to the low PTAL, proposals should support transport accessibility improvements.</p>

Site No. 11	KFC/ Burger King Restaurant		
Site Address:	Edgware Road, NW9 5EB		
	Ward:	Colindale	
	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	0.44 ha	
	Ownership:	private	



	<table border="1"> <tr> <td>Site source:</td> <td>Colindale Area Action Plan</td> </tr> <tr> <td>Context type:</td> <td>Central</td> </tr> <tr> <td>Existing or most recent site use/s:</td> <td>Fast food restaurant and take-away with associated parking</td> </tr> <tr> <td>Development timeframe:</td> <td>0-5 years</td> </tr> <tr> <td>Planning designations:</td> <td>None</td> </tr> <tr> <td>Relevant planning applications:</td> <td>None</td> </tr> </table>	Site source:	Colindale Area Action Plan	Context type:	Central	Existing or most recent site use/s:	Fast food restaurant and take-away with associated parking	Development timeframe:	0-5 years	Planning designations:	None	Relevant planning applications:	None	
Site source:	Colindale Area Action Plan													
Context type:	Central													
Existing or most recent site use/s:	Fast food restaurant and take-away with associated parking													
Development timeframe:	0-5 years													
Planning designations:	None													
Relevant planning applications:	None													
	<table border="1"> <tr> <td>Site description:</td> <td> <p>The site consists of a fast food restaurant and take away on a low-density site, with the single-storey building surrounded by surface car parking.</p> <p>The site lies on the busy arterial A5/ Edgware Road, along which a significant amount of development and intensification is being undertaken. Surrounding the site along this section of the A5/ Edgware Road are large scale business premises.</p> <p>The Watling Estate Conservation Area is to the north of the site, while within Brent the Roe Green Village Conservation Area lies to the east, and the Buck Lane Conservation Area is to the south.</p> <p>To the rear is low rise residential housing. Colindale Station is within less than 1km and the A5/ Edgware Road has a high level of bus services.</p> </td> </tr> </table>		Site description:	<p>The site consists of a fast food restaurant and take away on a low-density site, with the single-storey building surrounded by surface car parking.</p> <p>The site lies on the busy arterial A5/ Edgware Road, along which a significant amount of development and intensification is being undertaken. Surrounding the site along this section of the A5/ Edgware Road are large scale business premises.</p> <p>The Watling Estate Conservation Area is to the north of the site, while within Brent the Roe Green Village Conservation Area lies to the east, and the Buck Lane Conservation Area is to the south.</p> <p>To the rear is low rise residential housing. Colindale Station is within less than 1km and the A5/ Edgware Road has a high level of bus services.</p>										
Site description:	<p>The site consists of a fast food restaurant and take away on a low-density site, with the single-storey building surrounded by surface car parking.</p> <p>The site lies on the busy arterial A5/ Edgware Road, along which a significant amount of development and intensification is being undertaken. Surrounding the site along this section of the A5/ Edgware Road are large scale business premises.</p> <p>The Watling Estate Conservation Area is to the north of the site, while within Brent the Roe Green Village Conservation Area lies to the east, and the Buck Lane Conservation Area is to the south.</p> <p>To the rear is low rise residential housing. Colindale Station is within less than 1km and the A5/ Edgware Road has a high level of bus services.</p>													
<table border="1"> <tr> <td>Applicable Draft Local Plan policies:</td> <td>GSS01, GSS06, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, ECU03, ECC02, CHW02, TOW03, TRC01, TRC03</td> </tr> </table>		Applicable Draft Local Plan policies:	GSS01, GSS06, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, ECU03, ECC02, CHW02, TOW03, TRC01, TRC03	<table border="1"> <tr> <td>Proposed uses/ allocation (as a proportion of floorspace):</td> <td>90% residential floorspace with 10% floorspace restaurant</td> </tr> </table>	Proposed uses/ allocation (as a proportion of floorspace):	90% residential floorspace with 10% floorspace restaurant								
Applicable Draft Local Plan policies:	GSS01, GSS06, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, ECU03, ECC02, CHW02, TOW03, TRC01, TRC03													
Proposed uses/ allocation (as a proportion of floorspace):	90% residential floorspace with 10% floorspace restaurant													
<table border="1"> <tr> <td>Indicative residential capacity:</td> <td>162</td> </tr> </table>		Indicative residential capacity:	162											
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<table border="1"> <tr> <td>Justification:</td> <td>The site is in low density use and can be intensified to provide residential uses in the accessible location.</td> </tr> </table>		Justification:	The site is in low density use and can be intensified to provide residential uses in the accessible location.											
Justification:	The site is in low density use and can be intensified to provide residential uses in the accessible location.													

Site requirements and development guidelines:	The site lies within the Colindale Growth Area and may be suitable for tall buildings, although any proposal must take account of the low-rise nature of residential areas to the rear. Furthermore, the potential impact of any tall buildings on the setting of the Watling Estate, Roe Green Village Conservation Area and Buck Lane conservation areas must be considered. Careful design and massing could minimise or mitigate impacts. The Character Appraisals for these conservation areas should form part of the evidence base. The site should be subject to an archaeological assessment. As the site lies on an important movement corridor, development should positively address the Edgware Road and provide an active ground floor frontage along its length. Residential uses must ensure the future occupants are protected from air and noise pollution arising from the busy A5/ Edgware Road. Compliance is required with Council’s Healthier Catering Commitment. The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.
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Site No. 12	McDonald’s Restaurant		
Site Address:	157 Colindeep Lane, NW9 6BD		
	Ward:	Colindale	
	PTAL 2019:	3	
	PTAL 2031:	3	
	Site Size:	0.48 ha	
	Ownership:	Private	
	Site source:	Colindale Area Action Plan	
	Context type:	Central	
	Existing or most recent site use/s:	Fast food restaurant and take-away with associated parking	
	Development timeframe:	0-5 years	
	Planning designations:	None	
Relevant planning applications:	None		
			

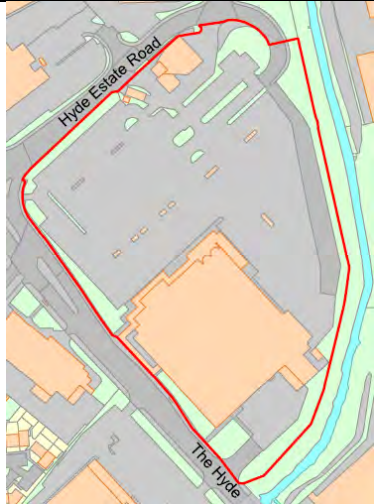

	<p>Site description:</p> <p>The site consists of a fast food restaurant and take away on a low-density site, with the single-storey building surrounded by surface car parking.</p> <p>The corner site lies on the busy arterial A5 Edgware Road, along which a significant amount of development and intensification is being undertaken. On the opposite side of the Colindeep Lane junction a tall building has recently been completed. The LB Brent side of the A5/ Edgware Road consists of large-scale business premises.</p> <p>The Watling Estate Conservation Area is to the north of the site, while within Brent the Roe Green Village Conservation Area lies to the east, and the Buck Lane Conservation Area is to the south. To the east and south is low rise residential housing. Colindale Station is within 1km and the A5 Edgware Road has a high level of bus services.</p>
	<p>Applicable Draft Local Plan policies:</p> <p>GSS01, GSS06, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CHW02, ECY03, ECC02, TOW03, TRC01, TRC03</p>
	<p>Proposed uses/ allocation (as a proportion of floorspace):</p> <p>90% residential floorspace with 10% floorspace restaurant</p>
	<p>Indicative residential capacity:</p> <p>175</p>
	<p>Justification:</p> <p>The site is in low density use and can be intensified to provide residential uses in the accessible location.</p>
<p>Site requirements and development guidelines:</p>	<p>The site lies within the Colindale Growth Area and may be suitable for tall building, although any proposal must take account of the low-rise nature of residential areas to the east and south. Furthermore, the potential impact of any tall buildings on the setting of the Watling Estate, Roe Green Village Conservation Area and Buck Lane conservation areas must be considered. Careful design and massing could minimise or mitigate impacts. The Character Appraisals for these conservations areas should form part of the evidence bases. The site should be subject to an archaeological assessment. As the site lies on an important movement corridor, development should positively address the Edgware Road and provide an active ground floor frontage along its length. Residential uses must ensure the future occupants are protected from air and noise pollution arising from the busy A5 Edgware Road. Compliance required with Council’s Healthier Catering Commitment. The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p>

Site No. 13	Public Health England		
Site Address:	61 Colindale Avenue, NW9 5EQ/HT		
	Ward:	Colindale	
	PTAL 2019:	3	
	PTAL 2031:	3	
	Site Size:	4.77 ha	



	Ownership:	Department of Health & Social Care (Public Health England)	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Research laboratories	
	Development timeframe:	6-10 years	
	Planning designations:	Colindale Growth Area; Site of Borough Importance for Nature Conservation	
	Relevant planning applications:	None	
Site description:	<p>The Public Health England research laboratories will be moving to a new facility in Harlow which is expected to be operational by 2025.</p> <p>The site lies within the Colindale Growth Area and is adjacent to the recently redeveloped former Colindale Hospital site. Colindale tube station is within 300m.</p> <p>A Site of Borough Importance for Nature Conservation runs along the Silk Stream edge of the site. Parts of the site close to the Silk Stream are within Flood Zones 2 and 3.</p>		
Applicable Draft Local Plan policies:	GSS01, GSS04, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, ECC02A, ECC06, TRC01, TRC02, TRC03		
Proposed uses/ allocation (as a proportion of floorspace):	95% residential floorspace with 5% community floorspace		
Indicative residential capacity:	794		
Justification:	The planned move of the Public Health England facilities provides an opportunity for intensification of this site within the Colindale Growth Area. Proposals should avoid the parts of the site that is Flood Zone 3b (functional flood plain).		


Site requirements and development guidelines:	<p>The site is within a tall building area and has good access to public transport, potentially supporting a higher density of development. Community uses should be provided on site to support the significant number of new residents. The site is part of the wider Colindale redevelopment area and proposals must demonstrate that the physical and social infrastructure can sustainably support the site, and contributions may be required to make development acceptable.</p> <p>Proposals should avoid those parts of the site that are Flood Zone 3b (functional flood plain). Necessary flood risk prevention and mitigation measures must be made to enable development, with reference to the SFRA Level 2.</p> <p>The site should be subject to an archaeological assessment.</p> <p>Mature trees on the site should be protected and proposals must demonstrate how they will be integrated into the landscape.</p> <p>The Silk Stream Corridor provides an opportunity to be opened-up for public access, extending an attractive green route into Montrose Park and connecting with Colindale Avenue. Connectivity for the Barnet Loop should be explored, with reference to Barnet’s Long Term Transport Strategy (LTTS).</p> <p>The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p>
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Site No. 14	Sainsburys The Hyde (Major Thoroughfare)		
Site Address:	Edgware Rd, The Hyde, NW9 6JX		
	Ward:	Colindale	
	PTAL 2019:	2	
	PTAL 2031:	3	
	Site Size:	3.18 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Supermarket with associated car parking and petrol station	
	Development timeframe:	1-5 years	
	Planning designations:	Site of Borough Importance for Nature Conservation; Green Chain	
			




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

Site requirements and development guidelines:	The Council has resolved to grant planning permission for this site (planning ref: 19/4661/FUL). The assessment provided in support of the application concluded that for fluvial risk for up to the 1 in 100-year flood event the existing flood defences would be sufficient, according to flood modelling completed by the Environment Agency. The assessment of existing surface water flood risk at the site is generally very low, although with some areas of higher risk – this will be managed through a surface water drainage strategy incorporating SuDS. A SFRA Level 2 has been carried out for the site. Given the location adjacent to the SSSI, the development should ensure there is no inappropriate access from the developments onto sections of the SSSI that are not formal paths/ recreation areas. The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.
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Site No. 15	Tesco Coppetts Centre (Major Thoroughfares)		
Site Address:	Colney Hatch Lane, Friern Barnet, N11 0SH		
	Ward:	Coppetts	
	PTAL 2019:	2	
	PTAL 2031:	2	
	Site Size:	3.12 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Retail	
	Development timeframe:	6-10 years	
	Planning designations:	None	
Relevant planning applications:	None		
			
Site description:	A large single storey supermarket with extensive associated car parking and a petrol filling station. The site is part of a larger out-of-town retail park with other business units to the west and north east. The site is accessed from the east from Colney Hatch Lane, with the A406 North Circular Road and slip road to the south. Adjacent to the north of the site is Coppetts Wood which is Metropolitan Open Land, a Local Nature Reserve, and a Site of Borough Importance for Nature. A small section along the southern boundary to west of the site adjacent to Pinkham Way, is at flood risk. In addition, the Bounds Green Brook runs underneath the site close the Pinkham Way in culvert and is designated main river.		


	Applicable Draft Local Plan policies:	GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, CHW01, CHW02, ECY03, ECC02, ECC02A, TRC01, TRC02, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	75% floorspace residential with 25% commercial and community uses and car parking.	
	Indicative residential capacity:	397	
	Justification:	The site is in low density use and can be intensified to provide residential uses while maintaining the supermarket use.	
Site requirements and development guidelines:	<p>No increase in retail floorspace would be expected as part of any redevelopment. An assessment must be undertaken of car parking requirements for retained retail; replacement spaces may be required. A residential redevelopment of this scale would justify the provision of a small community facility. Relatively poor access to public transport and local services will affect the level of density achievable at this site.</p> <p>The design must also ensure mitigation of noise and pollution from the North Circular Road and slip roads. Continuing business uses of other parts of the retail park may affect the residential potential, and ideally any proposal would be part of a wider redevelopment masterplan for the entire retail park. Proposals must ensure they avoid harm to the adjacent Coppetts Wood Local Nature Reserve.</p> <p>Proposals for the site should consider de-culverting of the Bounds Green Brook and inclusion of an appropriate buffer zone either side of the main river. Under no circumstances should buildings be allowed on top of the culvert, and access should be maintained along the entire length. Further information on flood risk and mitigation is provided by the SFRA Level 2.</p>		

Site No. 16	45-69 East Barnet Rd (New Barnet town centre)		
Site Address:	45-69 East Barnet Rd, New Barnet, EN4 8RN		
	Ward:	East Barnet	
	PTAL 2019:	3	
	PTAL 2031:	4	
	Site Size:	0.60 ha	
	Ownership:	Mixed	
	Site source:	New Barnet Town Centre Framework 2010	
	Context type:	Urban	




	<p>Existing or most recent site use/s:</p>	<p>Retail, public house, light industry, petrol service station and residential</p>		
<p>Development timeframe:</p>		<p>6-10 years</p>		
<p>Planning designations:</p>		<p>Town Centre</p>		
<p>Relevant planning applications:</p>		<p>None</p>		
	<p>Site description:</p>	<p>Located within New Barnet Town Centre, this site has a Primary Frontage which includes a public house, petrol station and a number of small retail outlets with flats/offices above. The rear of the site is small-scale industrial units with areas of hardstanding and car parking. Surrounding buildings are mostly 1-2 storeys in retail use, with a church adjacent to the southern site boundary. To the rear of the site has already been redeveloped with 3-storey residential block. The site is close to New Barnet Station.</p>		
<p>Applicable Draft Local Plan policies:</p>		<p>GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW02, CHW04, ECY01, ECY02, ECY03, TRC01, TRC03</p>		
<p>Proposed uses/ allocation (as a proportion of floorspace):</p>		<p>70% residential floorspace with 30% commercial uses</p>		
<p>Indicative residential capacity:</p>		<p>110</p>		
<p>Justification:</p>		<p>The site is in low density use and can be intensified to provide residential development of an appropriate scale and massing while maintaining the town centre uses.</p>		
<p>Site requirements and development guidelines:</p>	<p>Maintain retail uses in the Primary Frontage along East Barnet Road. The high street character should be enhanced, potentially through refurbishing some of the existing buildings – the public house is identified as a character building by the Town Centre Framework. Residential uses can be focused at the rear of the site. Designs must be appropriate to the context of the high street and surrounding area. Further planning guidance is provided by the New Barnet Town Centre Framework (2010) which identifies the site as within Area 2.</p>			

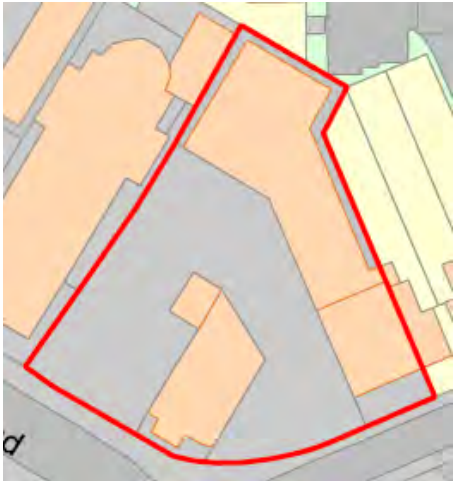


Site No.17	This site has been removed due to it being unlikely to come forward for redevelopment during the Local Plan period. The site number is being retained to provide consistency of site numbering between the Plan versions.
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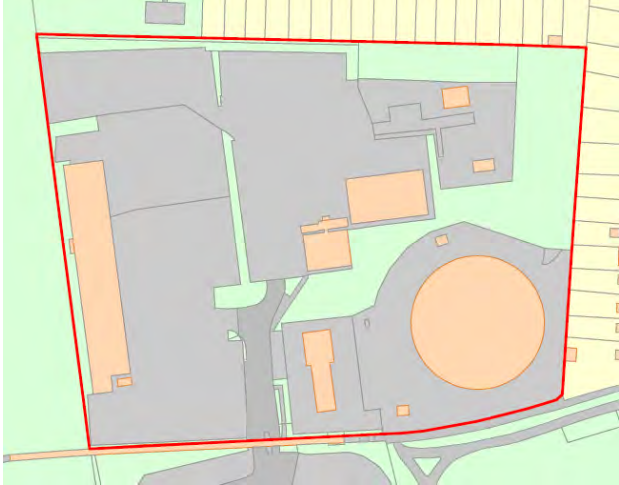

Site No. 18	Former East Barnet library	
Site Address:	85 Brookhill Rd, New Barnet EN4 8SG	
	Ward:	East Barnet
	PTAL 2019:	2
	PTAL 2031:	2
	Site Size:	0.16 ha
	Ownership:	Council
	Site source:	Council assets disposal programme
	Context type:	Urban
	Existing or most recent site use/s:	Public library and associated car park
	Development timeframe:	0-5 years
	Relevant planning applications:	20/4546/FUL (approved) temporary change of use to storage/ distribution
	Site description:	<p>The site has previously operated as a public library, but the facility has been relocated to share the new leisure centre building at Victoria Park.</p> <p>The location is on a relatively busy crossroads and is within 220m of the East Barnet Village local centre. Opposite across the road are 3-storey blocks of flats with some business uses on the ground floor. Low-rise residential units lie adjacent to the north and west of the site.</p>
	Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CHW01, CHW02, TRC01, TRC03

	Proposed uses/ allocation (as a proportion of floorspace):	50% residential floorspace with 50% community uses floorspace.
	Indicative residential capacity:	12
	Justification:	The public library has relocated so the building is no longer required for this use. The site is located within a residential area and is close to East Barnet local town centre facilities and bus routes.
Site requirements and development guidelines:	<p>The site must be assessed for the potential need to retain a community use.</p> <p>The site contains mature trees which should be retained. Combined with a significant slope across the site and the adjacent low-rise residential units, the design must be mindful of these restrictions and may require differing heights.</p> <p>The site should be subject to an archaeological assessment.</p> <p>East Barnet Village provides a range of local amenities and the site is connected to the wider area through several bus routes.</p>	



Site No. 19	East Barnet Shooting Club (New Barnet Town Centre)		
Site Address:	Victoria Rd New Barnet EN4 9SH		
	Ward:	East Barnet	
	PTAL 2019:	3	
	PTAL 2031:	3	
	Site Size:	0.25 ha	
	Ownership:	Council	
	Site source:	Council assets disposal programme	
	Context type:	Urban	


	Existing or most recent site use/s:	Shooting range		
	Development timeframe:	11-15 years		
	Planning designations:	None		
	Relevant planning applications:	None		
	Site description:	A small building in use as a shooting range. The site is adjacent to New Barnet Town Centre and to the main entrance to Victoria Recreation Ground from New Barnet town centre. Surrounding sites to the north and west are being redeveloped as part of the regeneration of the Victoria Quarter. The site is within 400m of New Barnet Station.		
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU04, CDH01, CDH02, CHW01, TOW01, CHW01, CHW02, TRC01, TRC03		
	Proposed uses/ allocation (as a proportion of floorspace):	Residential		
	Indicative residential capacity:	43		
Justification:	The site is highlighted in the New Barnet Town Centre Framework (2010) and has good access to public transport and town centre facilities.			
Site requirements and development guidelines:	Highlighted in the New Barnet Town Centre Framework (2010) as part of Opportunity Site 1, the Victoria Quarter. Build-out of several parts of the Victoria Quarter are underway. As a community facility there should be an assessment as to the need to replace the functionality and floorspace of the existing facility. For further information refer to the New Barnet Town Centre Framework.			

Site No. 20	Fayer's Building Yard & Church (New Barnet Town Centre)			
Site Address:	63-77 East Barnet Rd & 15-17 Margaret Rd, New Barnet, EN4 9NR			
	Ward:	East Barnet		
	PTAL 2019:	3		
	PTAL 2031:	3		
	Site Size:	0.21 ha		
	Ownership:	Private		
	Site source:	Call for sites; New Barnet Town Centre Framework		
	Context type:	Urban		
	Existing or most recent site use/s:	Retail and place of worship		
	Development timeframe:	6-10 years		
	Planning designations:	Town Centre		
Relevant planning applications:	None			
	Site description:	The site consists of a building supplies yard and a church, situated on a corner location within New Barnet Town Centre. Surrounding buildings are largely low-rise in retail and residential use. New Barnet Station is within approximately 300m.		
		Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, CHW01, CHW02, ECY01, ECY03, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	70% residential use with 30% re-provided community use.		
	Indicative residential capacity:	25		
	Justification:	The site is highlighted in the New Barnet Town Centre Framework (2010) and has good access to public transport and town centre facilities.		
		Site requirements and development guidelines: A residential-led scheme, with retention or re-provision of the church. The design must be appropriate to the surrounding context. For further guidance refer to Opportunity Site 5 of the New Barnet Town Centre Framework (2010).		




Site No. 21	New Barnet gasholder (New Barnet Town Centre)		
Site Address:	Albert Rd, New Barnet, EN4 9SH		
	Ward:	East Barnet	
	PTAL 2019:	1A	
	PTAL 2031:	1A	
	Site Size:	2.23 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Gasworks (demolished); gasholder	
	Development timeframe:	6-10 years	
	Planning designations:	None	
	Relevant planning applications:	None	
	Site description:	The site is a former gasholder and gasworks site. The remainder of the gasworks site, running south along the railway towards New Barnet town centre, was demolished several years ago and is being redeveloped (B/04834/14 - residential-led, mixed-use development 305 residential units). To the north and east of the site is a 1930s housing estate, Victoria Recreation Ground and the new leisure centre. To the west is the East Coast Mainline railway. New Barnet Station is within 1km.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CHW01, CHW02, ECC02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	95% residential floorspace with 5% community floorspace	
	Indicative residential capacity:	201	




	Justification:	The site is highlighted within the New Barnet Town Centre Framework (2010) and presents a redundant industrial use within a residential area that is within walking distance of East Barnet Town Centre with its shopping, services and public transport connections.
Site requirements and development guidelines:	<p>The site is highlighted within the New Barnet Town Centre Framework (2010), being part of Opportunity Site 1. Build-out of several parts of Site 1 are already well underway. Due to the nature of the existing use land decontamination will be an important consideration. The scale of the site means that it may be appropriate to provide a community use to address the needs of new residents.</p> <p>Proposals must take into consideration the existing suburban housing to the north and east of the site and ensure there is no loss of amenity in terms of overlooking.</p>	

Site No. 22	Sainsburys (New Barnet Town Centre)		
Site Address:	66 East Barnet Rd, New Barnet, EN4 8RQ		
	Ward:	East Barnet	
	PTAL 2019:	3	
	PTAL 2031:	4	
	Site Size:	1.02 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Supermarket with associated car parking	
	Development timeframe:	6-10 years	
	Planning designations:	Town Centre	
Relevant planning applications:	None		
			
	Site description:	<p>A largely one storey building within New Barnet Town Centre, containing a supermarket with offices in an additional 2-storey tower above. There is surface car parking to the rear and a roof car park over the supermarket. East Barnet Road is a relatively narrow thoroughfare and the surrounding buildings are mostly 1-2 storeys and in retail B-uses. The rear of the site faces the mainline railway and 3-4 storey residential block. New Barnet station is next to the site.</p>	



	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW02, EGY03, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	75% residential floorspace with 25% commercial and car parking	
	Indicative residential capacity:	199	
	Justification:	The site can be intensified and provides a town centre location that is accessible by bus and rail links.	
Site requirements and development guidelines:	Maintain an active frontage with town centre uses along East Barnet Road. The design should reflect the surrounding context. Seek to incorporate a new/ improved pedestrian route connecting East Barnet Road to the railway station. For further guidance refer to the New Barnet Town Centre Framework. The existing retail use should be retained, with associated car parking requirements assessed and re-provided if supported by the evidence.		

Site No. 23	Bobath Centre (East Finchley Town Centre)		
Site Address:	250 East End Rd, East Finchley, N2 8AU		
	Ward:	East Finchley	
	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	0.39 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Child-care nursery.	
	Development timeframe:	0-5 years	

	<p>Planning designations:</p>	<p>Listed Building; Archaeological Priority Area</p>	
	<p>Relevant planning applications:</p>	<p>18/4547/FUL approved) extensions and creation of external playground.</p>	
<p>Site requirements and development guidelines:</p>	<p>The building is in use as a child-care nursery, providing the community use on the site. Residential development to the rear of the site must protect and enhance the setting of the listed building. While pedestrian access is good, including a pathway directly to the nearby station, proposals for residential use at the rear of the site must resolve the issue of restricted access for any car parking and service vehicles. The site should be subject to an archaeological assessment.</p>		
<p>Site description:</p>	<p>The site contains a Grade II listed building, while to the rear are non-listed elements of the building and car parking. The site adjoins East Finchley Centre. Surrounding buildings are mostly residential and consist of either 2-storey terraces or 3-storey housing blocks. Bus routes are close by and East Finchley Underground Station is within approximately half a kilometre.</p>		
<p>Applicable Draft Local Plan policies:</p>	<p>GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH07, CDH08, TOW01, CHW01, CHW02, TRC01, TRC03</p>		
<p>Proposed uses/ allocation (as a proportion of floorspace):</p>	<p>25% Residential floorspace with 75% community floorspace.</p>		
<p>Indicative residential capacity:</p>	<p>25</p>		
<p>Justification:</p>	<p>The site is adjacent to the services of East Finchley Town Centre and close to tube and bus links. The area at the rear of the site provides an opportunity for intensification with a design that is respectful of the listed building.</p>		


Site No. 24	East Finchley station car park (East Finchley Town Centre)			
Site Address:	High Rd East, Finchley, N2 0NW			
	Ward:	East Finchley		
	PTAL 2019:	5		
	PTAL 2031:	5		
	Site Size:	0.74 ha		
	Ownership:	Public (TfL)		
	Site source:	Call for sites		
	Context type:	Urban		
Existing or most recent site use/s:	Public car park			
Development timeframe:	6-10 years			
Planning designations:	Town Centre			
Relevant planning applications:	None			
	Site description:	Currently in use as the car park (269 spaces) for the adjacent Underground station. The site lies partly within, and partly adjoining, East Finchley Town Centre. Immediately adjoining the site is the Grade II listed East Finchley Station (including the platforms). Surrounding uses are a mix of office and residential in modern buildings of 3-4 storeys. The site is highly accessible by public transport.		
	Applicable Draft Local Plan policies:	GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, CHW01, CHW02, ECC02, TRC01, TRC03.		
	Proposed uses/ allocation (as a proportion of floorspace):	70% residential floorspace and 30% commercial uses (E Class), public realm including station drop-off and public car parking		
	Indicative residential capacity:	135		
	Justification:	In this highly accessible town centre location the car park is a low intensity use; the potential for higher density usage including residential would be in line with the national and London Plan policy approaches to enhance the town centre and public car parking.		
				

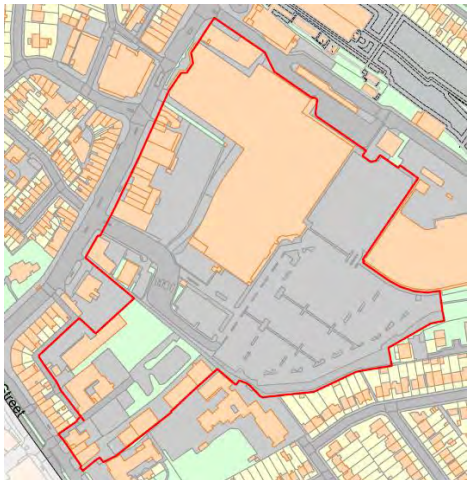

Site requirements and development guidelines:	Site layout will be important due to surrounding residential and transport uses, along with the Grade II listed station building. It might be advantageous to separate the needs of the station users from residents and visitors accessing the residential units. Access to the latter could be through Diploma Avenue, which would also provide a more direct route to the town centre, helping to integrate the new development into the surrounding area. Design proposals must demonstrate how they will sensitively take account of the neighbouring listed building, with high quality public realm required to the front of the building. Proposals must also show how they will mitigate noise for residents from the adjacent tube line, particularly since trains run through the night on Friday and Saturday. Public car parking requirements must be assessed and re-provided as needed, and access ensured for people with disabilities.
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Site No. 25	East Finchley substation (East Finchley Town Centre)																								
Site Address:	High Rd, East Finchley, N2 0NL																								
	<table border="1"> <tr><td>Ward:</td><td>Garden Suburb</td></tr> <tr><td>PTAL 2019:</td><td>4</td></tr> <tr><td>PTAL 2031:</td><td>4</td></tr> <tr><td>Site Size:</td><td>0.19 ha</td></tr> <tr><td>Ownership:</td><td>Public (TfL)</td></tr> <tr><td>Site source:</td><td>Call for sites</td></tr> <tr><td>Context type:</td><td>Urban</td></tr> <tr><td>Existing or most recent site use/s:</td><td>Vacant (former substation for Northern Line)</td></tr> <tr><td>Development timeframe:</td><td>11-15 years</td></tr> <tr><td>Planning designations:</td><td>None</td></tr> <tr><td>Relevant planning applications:</td><td>None</td></tr> </table>	Ward:	Garden Suburb	PTAL 2019:	4	PTAL 2031:	4	Site Size:	0.19 ha	Ownership:	Public (TfL)	Site source:	Call for sites	Context type:	Urban	Existing or most recent site use/s:	Vacant (former substation for Northern Line)	Development timeframe:	11-15 years	Planning designations:	None	Relevant planning applications:	None		
Ward:	Garden Suburb																								
PTAL 2019:	4																								
PTAL 2031:	4																								
Site Size:	0.19 ha																								
Ownership:	Public (TfL)																								
Site source:	Call for sites																								
Context type:	Urban																								
Existing or most recent site use/s:	Vacant (former substation for Northern Line)																								
Development timeframe:	11-15 years																								
Planning designations:	None																								
Relevant planning applications:	None																								
	Site description:	The site lies close to the southern boundary of East Finchley Town centre and opposite the boundary of the Hampstead Garden Suburb conservation area; to the rear is the Underground line embankment, while to the south is a 3-storey office building. The existing building comprises a disused London Underground electricity substation. Public transport access is good.																							
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CDH08, TOW01, TOW02, CHW02, ECC02, TRC01, TRC03																							

	Proposed uses/ allocation (as a proportion of floorspace):	95% residential floorspace with 5% commercial (office).
	Indicative residential capacity:	29
	Justification:	The facility is no longer in use for infrastructure and this highly accessible location offers an opportunity for redevelopment for residential with a small amount of commercial space that does not have a negative impact on the nearby town centre.
Site requirements and development guidelines:	The design must take account of the adjoining conservation area and listed buildings and should provide a high quality addition at this entranceway to the East Finchley Town Centre. Good access to public transport and town centre facilities support an intensification of the site. There is potential for a small amount of office uses on the ground floor, which should present an active frontage. Noise from passing trains must be mitigated for the residential use, particularly since trains run through the night on Friday and Saturday.	

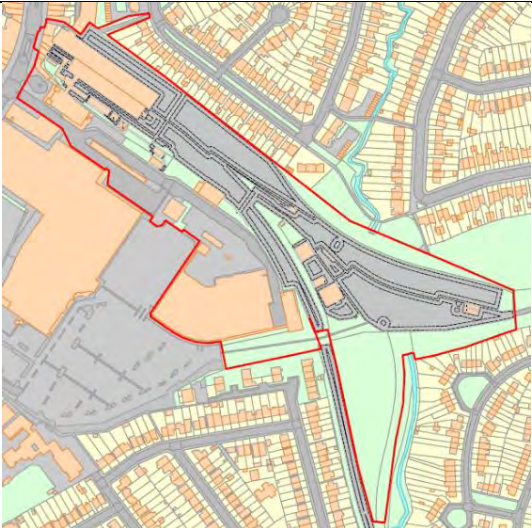

Site No. 26	Park House (East Finchley Town Centre)		
Site Address:	16 High Rd, East Finchley, N2 9PJ		
	Ward:	East Finchley	
	PTAL 2019:	4	
	PTAL 2031:	5	
	Site Size:	0.2 ha	
	Ownership:	Council	
	Site source:	2015 call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Community building	
	Development timeframe:	0-5 years	
	Planning designations:	Town Centre	
Relevant planning applications:	18/5822/FUL (approved) adjacent to the north for 24 flats and office space		
			

	<p>Site description:</p> <p>The site is within East Finchley Town Centre and consists of two storey buildings with outdoor amenity and parking spaces. The building is set back from the road and to the front is an area of green with mature trees. The building is in use as a childcare facility. The Grade II listed East Finchley station lies opposite. To the south is a railway embankment, along with Cherry Tree Wood which is Metropolitan Open Land and an area of Local Importance for Nature Conservation. To the north is a Victorian 3-storey terrace with retail uses, while to the rear of the site is low-rise housing.</p>
	<p>Applicable Draft Local Plan policies:</p> <p>GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, CHW01, CHW02, ECC02, TRC01, TRC03</p>
	<p>Proposed uses/ allocation (as a proportion of floorspace):</p> <p>60% residential floorspace with 40% community uses</p>
	<p>Indicative residential capacity:</p> <p>20</p>
	<p>Justification:</p> <p>The town centre site is highly accessible and can be intensified to provide a mix of residential and community uses.</p>
<p>Site requirements and development guidelines:</p> <p>Design proposals must take a sensitive approach to building massing and height to ensure no loss of amenity for local residents. The site is prominent within East Finchley Town Centre and the design must be compatible with and contribute to the surrounding townscape, including the Grade II listed station. The area of green space with mature trees at the front should be maintained and improved, while the overall site design should attractively frame and signpost the entrance to the sensitive green area of Cherry Tree Wood to the south. Proposals should be mindful that the site to the north permission was granted in 2020 (18/5822/FUL) for demolition of existing buildings and construction of two 4-storey buildings providing 24 flats, along with office space.</p> <p>The community facility must be re-provided and proposals must show how the community will benefit from the redevelopment.</p> <p>The site should be subject to an archaeological assessment.</p> <p>The design must mitigate noise from the adjacent railway and road, particularly since trains run through the night on Friday and Saturday.</p>	

Site No. 27	Edgware Town Centre (Edgware Growth Area)																																														
Site Address:	Station Rd, Edgware, HA8																																														
	<table border="1"> <tr> <td>Ward:</td> <td>Edgware</td> </tr> <tr> <td>PTAL 2019:</td> <td>6A</td> </tr> <tr> <td>PTAL 2031:</td> <td>6A</td> </tr> <tr> <td>Site Size:</td> <td>7.83 ha</td> </tr> <tr> <td>Ownership:</td> <td>Private, Council and TfL</td> </tr> <tr> <td>Site source:</td> <td>Edgware Town Centre Framework (2013)</td> </tr> <tr> <td>Context type:</td> <td>Central</td> </tr> <tr> <td>Existing or most recent site use/s:</td> <td>Retail, office, residential and car parking.</td> </tr> <tr> <td>Development timeframe:</td> <td>6-10 years</td> </tr> <tr> <td>Planning designations:</td> <td>Town Centre; Archaeological Priority Area</td> </tr> <tr> <td>Relevant planning applications:</td> <td>16/0112/FUL (approved) at 120-124 Station Road for 122 flats and retail; 19/6697/FUL (approved) at 30 High Street offices and 14 residential units; 17/4335/FUL (approved) at 1-2 Church Way 9 flats; 19/6776/FUL (refused) land to rear of Railway Hotel to be used as a car park.</td> </tr> </table>	Ward:	Edgware	PTAL 2019:	6A	PTAL 2031:	6A	Site Size:	7.83 ha	Ownership:	Private, Council and TfL	Site source:	Edgware Town Centre Framework (2013)	Context type:	Central	Existing or most recent site use/s:	Retail, office, residential and car parking.	Development timeframe:	6-10 years	Planning designations:	Town Centre; Archaeological Priority Area	Relevant planning applications:	16/0112/FUL (approved) at 120-124 Station Road for 122 flats and retail; 19/6697/FUL (approved) at 30 High Street offices and 14 residential units; 17/4335/FUL (approved) at 1-2 Church Way 9 flats; 19/6776/FUL (refused) land to rear of Railway Hotel to be used as a car park.	<table border="1"> <tr> <td>Ward:</td> <td>Edgware</td> </tr> <tr> <td>PTAL 2019:</td> <td>6A</td> </tr> <tr> <td>PTAL 2031:</td> <td>6A</td> </tr> <tr> <td>Site Size:</td> <td>7.83 ha</td> </tr> <tr> <td>Ownership:</td> <td>Private, Council and TfL</td> </tr> <tr> <td>Site source:</td> <td>Edgware Town Centre Framework (2013)</td> </tr> <tr> <td>Context type:</td> <td>Central</td> </tr> <tr> <td>Existing or most recent site use/s:</td> <td>Retail, office, residential and car parking.</td> </tr> <tr> <td>Development timeframe:</td> <td>6-10 years</td> </tr> <tr> <td>Planning designations:</td> <td>Town Centre; Archaeological Priority Area</td> </tr> <tr> <td>Relevant planning applications:</td> <td>16/0112/FUL (approved) at 120-124 Station Road for 122 flats and retail; 19/6697/FUL (approved) at 30 High Street offices and 14 residential units; 17/4335/FUL (approved) at 1-2 Church Way 9 flats; 19/6776/FUL (refused) land to rear of Railway Hotel to be used as a car park.</td> </tr> </table>	Ward:	Edgware	PTAL 2019:	6A	PTAL 2031:	6A	Site Size:	7.83 ha	Ownership:	Private, Council and TfL	Site source:	Edgware Town Centre Framework (2013)	Context type:	Central	Existing or most recent site use/s:	Retail, office, residential and car parking.	Development timeframe:	6-10 years	Planning designations:	Town Centre; Archaeological Priority Area	Relevant planning applications:	16/0112/FUL (approved) at 120-124 Station Road for 122 flats and retail; 19/6697/FUL (approved) at 30 High Street offices and 14 residential units; 17/4335/FUL (approved) at 1-2 Church Way 9 flats; 19/6776/FUL (refused) land to rear of Railway Hotel to be used as a car park.	
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	Site description:	<p>The site is within Edgware Town Centre and includes Primary Retail Frontages. It encompasses the Broadwalk Shopping Centre (with roof car parking), a supermarket and associated car parking. To the north and west the sites faces onto Station Road and A5 Edgware Road with retail frontages in mid-20th Century buildings. The site also includes some office and residential uses. To the south is a mosque and a primary school, along with low-rise housing. To the east are the bus and railway stations. The Grade II listed Railway Hotel – a local landmark building - is close to the north western part of the site. Public transport accessibility is high. Edgware is identified as a strategic location for where tall buildings of 8 storeys or more. Tall buildings may be appropriate within the boundaries of the Town Centre.</p>																																													



	Applicable Draft Local Plan policies:	GSS01, GSS05, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECV01, ECV02, ECV03, ECC02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	75% residential floorspace with 25% mixed uses of town centre commercial (retail and office), entertainment, community, and car parking	
	Indicative residential capacity:	2,379	
	Justification:	The site is highly accessible by public transport and includes large areas of brownfield land, surface car parking and low-density buildings. Intensification is an opportunity to improve the quality of the build environment and deliver benefits for the local area while providing new housing and town centre uses.	
Site requirements and development guidelines:	<p>The site's high accessibility, town centre context and potential for tall buildings support a high density of redevelopment. Proposals must consider existing site uses, including retail, offices and residents. Car parking requirements must be assessed and re-provided as needed.</p> <p>Proposals must consider the site context which includes the Grade II listed Railway Hotel, the existing character of Station Road and the High Street, Edgware Primary School to the south, and adjacent low-rise suburban housing.</p> <p>Proposals must be subject to an archaeological assessment.</p> <p>The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p> <p>The potential risk of surface water flooding must be considered.</p> <p>The emerging Edgware Growth Area SPD provides further guidance.</p>		



Site No. 28	Edgware Underground & Bus Stations (Edgware Growth Area)		
Site Address:	Station Rd, Edgware, HA8 7AW		
	Ward:	Edgware	
	PTAL 2019:	6B	
	PTAL 2031:	6B	
	Site Size:	8.17 ha	
	Ownership:	TfL	


	Site source:	Call for Sites and Edgware Town Centre Framework (2013)	
	Context type:	Central	
	Existing or most recent site use/s:	Transport operations	
	Development timeframe:	6-10 years	
	Planning designations:	Town Centre; Site of Borough Importance for Nature Conservation	
	Relevant planning applications:	None	
Site description:	<p>The northern part is within Edgware Town Centre, facing onto the main shopping street, including Primary Shopping Frontage. The site encompasses Edgware Station, platforms and tracks, the bus garage with parking and access, along with areas of open land to the south and east. To the west is the Broadwalk Shopping Centre, classified as Primary Retail Frontage, with associated car parking. To the south and east is low-rise suburban housing, with the Watling Street Conservation Area adjacent to part of the site. Public transport accessibility is high for the northern and western elements of the site. The culverted Deans Brook runs through part of the site, and flood risk zone levels 2 and 3 overlaps the north eastern boundary of the site in some places. There is also some surface water flood risk. A Site of Borough Importance for Nature Conservation covers the south eastern parts of the site. Edgware is a strategic location for tall buildings of 8 storeys or more. Tall buildings may be appropriate within the boundaries of the Town Centre.</p>		
Applicable Draft Local Plan policies:	<p>GSS01, GSS05, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY03, ECC02, ECC02A, TRC01, TRC02, TRC03</p>		
Proposed uses/ allocation (as a proportion of floorspace):	<p>70% residential floorspace with 30% mixed uses of town centre commercial (retail and office) and transport infrastructure</p>		
Indicative residential capacity:	<p>2,317</p>		

	Justification:	The western parts of the site are highly accessible and provide a town centre location which is currently underused. The need to maintain the London Underground infrastructure, and the barriers imposed by this infrastructure, make the eastern and southern parts of the site far more challenging and restricted in terms of potential for redevelopment.
Site requirements and development guidelines:	<p>The site’s high accessibility, town centre context and potential for tall buildings support a high density of redevelopment in the western and northern parts of the site. . Bus operations and the function of the bus station must be protected or re-provided as part of any redevelopment. London Underground infrastructure and operations must also be maintained.</p> <p>Proposals must be subject to an archaeological assessment.</p> <p>Proposals should preserve the area of Borough Importance for Nature Conservation which covers the south eastern part of the site, including the areas around Deans Brook. . The SFRA Level 2 provides a detailed assessment of flood risks and the impact from climate change, and shows parts of the site are in Flood Zone 3 and at surface water flood risk. Where possible, proposals for the site should consider de-culverting of Deans Brook and inclusion of an appropriate buffer zone either side of the main river. Under no circumstances should built development be allowed on top of the culvert, and access should be maintained along the entire length.</p> <p>The scale of development is likely to require upgrades to the wastewater network. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing and infrastructure phasing plan to ensure development does not outpace delivery of essential network upgrades.</p> <p>Proposals must carefully consider the context of the adjacent Watling Estate Conservation Area and surrounding low-rise suburban housing.</p> <p>The emerging Edgware Growth Area SPD provides further guidance.</p>	

Site No. 29	Scratchwood Quarry		
Site Address:	NW7 3JA		
	Ward:	Edgware	
	PTAL 2019:	0	
	PTAL 2031:	0	
	Site Size:	3.1 ha	
	Ownership:	C.F Cronin (London) Limited	
	Site source:	North London Waste Plan	
	Context type:	Urban	
	Existing or most recent site use/s:	Waste management	
	Development timeframe:	Potential to increase waste volume handled over the Plan Period	




	<p>Planning designations:</p>	<p>A previously developed site within the Green Belt; Archaeological Priority Area</p>	
	<p>Relevant planning applications:</p>	<p>None</p>	
	<p>Site description:</p>	<p>The site lies within a former quarry which is now used for waste processing. There is recycling of concretes and aggregates materials for highways maintenance and utilities industries. The site is leased over three plots, with current operational use on all three leased plots, although some of the site is underused/ part vacant.</p> <p>The site is located to the north of the raised M1 carriageway and adjacent to the Midland Main Line railway. Woodland surrounds the site on the other sides. Access is via a long service road which links to roads serving the M1. This is a previously developed site within the Green Belt. The site is also adjacent to Metropolitan SINC and a Local Nature Reserve.</p>	
	<p>Applicable Draft Local Plan policies:</p>	<p>GSS01, ECC01, ECC02, ECC02A, ECC03, ECC05, ECC06</p>	
	<p>Proposed uses/ allocation (as a proportion of floorspace):</p>	<p>Waste management</p>	
	<p>Indicative residential capacity:</p>	<p>NA</p>	
<p>Justification:</p>	<p>The site is remote from residential areas and is accessible via suitable roads.</p>		
<p>Site requirements and development guidelines:</p>	<p>There is potential to increase the volume of waste processed through the site by more efficient and intensive use.</p> <p>Proposals must be subject to an archaeological assessment.</p> <p>Any proposal must preserve the openness of the Green Belt and avoid harm to the SINC and Local Nature Reserve.</p>		



Site No. 30	Finchley Central Station (Finchley Central/ Church End Town Centre)		
Site Address:	Squires Lane/ Nether St/ Crescent St, Finchley N12 (railway verges and airspace above tracks and Finchley Central station)		
	Ward:	Finchley Church End and West Finchley	
	PTAL 2019:	6A	
	PTAL 2031:	6A	
	Site Size:	4.15 ha	
	Ownership:	Public (TfL)	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Station, retail	
	Development timeframe:	6-10 years	
	Planning designations:	Town Centre; Archaeological Priority Area	
Relevant planning applications:	None		

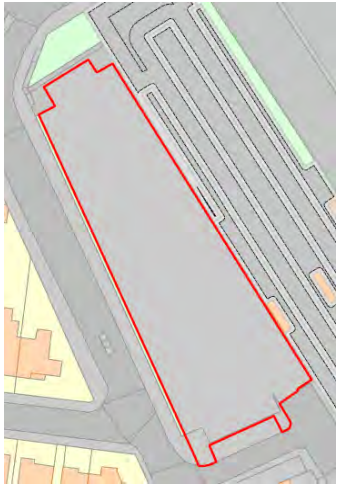


	<p>Site description:</p> <p>Comprises land at Finchley Central station located either side of Regents Park Road (A598) and either side of the railway tracks. The site extends beyond the town centre and includes Secondary Frontage at Station Road. Site uses include the station and car park, retail and office units on Nether Street and Station Road and vacant, incidental land adjacent to rail tracks. The Town Centre Strategy highlights 3 specific parcels of land -</p> <ul style="list-style-type: none"> • Site 4: 290-298 Nether Street: - poor quality buildings, numerous advertisements and cluttered nature has a negative impact on town centre townscape. • Site 5: Finchley Central Station car park (and land to the east): pedestrian environment between Ballards Lane and station has limited pavement space, lack of natural surveillance and generally poor-quality public realm. Part of the site is currently used as a commuter car park (267 surface parking spaces). • Site 6: Station Road: point of arrival for significant number of users of town centre. Buildings of a generally poor quality and fail to make effective use of the land. Builders' yard creates noise, disturbance and vehicle movements which impact on residential amenity. <p>The surrounding context is mixed, with a 9-storey office building (Central House) to the north of station, with other nearby taller buildings on the high street including the Travelodge hotel (6/7 storeys) and Gateway House (8 storeys). Ballards Lane/ Regents Park Road is lined with 3-4 storey buildings in retail and office uses. The north-western and south-eastern parts of the site are adjacent to 2-3 storey terraced housing. The Town Centre Strategy makes reference to a distinctive character within Church End known as the 'Finchley vernacular'. There is a Grade II listed cattle trough at junction of Ballards Lane/ Nether Street. Finchley Church End Conservation Area is located a short distance to the south west of the site.</p>
	<p>Applicable Draft Local Plan policies:</p> <p>GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, CHW02, TOW04, EGY01, EGY02, EGY03, ECC02, TRC01, TRC02, TRC03</p>
	<p>Proposed uses/ allocation (as a proportion of floorspace):</p> <p>50% residential uses with 50% retained transport infrastructure, commercial uses and car parking</p>
	<p>Indicative residential capacity:</p> <p>556</p>
	<p>Justification:</p> <p>The site is a highly accessible town centre location that offers considerable potential for intensification.</p>

Site requirements and development guidelines:	<p>Comprehensive residential led development with improved access to the station from Regent’s Park Road and enhanced visual and functional connection between station and town centre.</p> <p>There is potential to deck over railway tracks, particularly at Regent’s Park Road overbridge, to optimise development potential and provide a continuous active frontage and strong visual link between Ballards Lane and Regent’s Park Road town centre frontages.</p> <p>There is potential for ‘meanwhile’ uses on parts of the site at the early stages of development to help create an identity and attraction. Development should create active and attractive frontages particularly along Regents Park Road / Ballards Lane, Station Road and Nether Street.</p> <p>Floorspace could take the form of flexible and affordable workspace, small / affordable shop units suitable for SMEs.</p> <p>Development should take into account proximity of Finchley Church End Conservation Area and respond to the ‘Finchley vernacular’ in a positive manner, including incorporation of design features and elements as appropriate.</p> <p>For any loss of car parking spaces an assessment must be undertaken and mitigation provided to encourage the use of public transport and active modes of travel. The development should reflect the ‘Healthy Streets Approach’ with improved interchange facilities for pedestrians and cyclists.</p> <p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application. Proposals must be subject to an archaeological assessment.</p> <p>Finchley Church End Town Centre is a strategic location for tall buildings of 8 storeys or more. Tall buildings may be appropriate within the boundaries of the Town Centre.</p>
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Site No. 31	Brentmead Place (Major Thoroughfare)		
Site Address:	1-6 Brentmead Place (North Circular Road), Golder's Green, NW11 9JG		
	Ward:	Golders Green	
	PTAL 2019:	3	
	PTAL 2031:	3	
	Site Size:	0.27 ha	
	Ownership:	Public (TfL)	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Mostly an open site with two buildings.	
	Development timeframe:	0-5 years	

	<p>Planning designations:</p>	<p>None</p>	
	<p>Relevant planning applications:</p>	<p>None</p>	
	<p>Site description:</p>	<p>Adjacent to the North Circular Road (A406). Previous use of the site was residential; the houses were acquired by Department for Transport for a road widening scheme that was never brought forward. TfL demolished most of the homes on the site after they were vandalised and became unsafe. A synagogue occupies the two remaining houses on a short lease as a 'meanwhile use' prior to the site being comprehensively redeveloped. Surrounding buildings are large houses of 2-3 storeys. Site access is difficult.</p>	
	<p>Applicable Draft Local Plan policies:</p>	<p>GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CHW02, ECC02, TRC01, TRC03</p>	
	<p>Proposed uses/ allocation (as a proportion of floorspace):</p>	<p>Residential</p>	
	<p>Indicative residential capacity:</p>	<p>46</p>	
	<p>Justification:</p>	<p>The site is underused and sits in an urban location, predominantly surrounded by housing.</p>	
<p>Site requirements and development guidelines:</p>	<p>The North Circular Road generates high levels of air and noise pollution which any proposal must assess and mitigate. Site accessibility issues must be resolved. The site is close to an Archaeological Priority Area and should be subject to an archaeological assessment.</p>		


Site No. 32	Manor Park Road car park		
Site Address:	72-76 Manor Park Rd, East Finchley, N2 0SJ		
	Ward:	East Finchley	
	PTAL 2019:	1A	
	PTAL 2031:	1A	
	Site Size:	0.08 ha	
	Ownership:	Council	
	Site source:	Council assets disposal programme	
	Context type:	Urban	
	Existing or most recent site use/s:	Public car park and small park	
	Development timeframe:	6-10 years	
	Planning designations:	None	
Relevant planning applications:	None		
	Site description:	An area formerly occupied by three terrace houses and surrounded by low-rise housing. The front part of the site is a public car park. The rear part of the site is occupied by a small public park with benches, lighting and fencing. The High Barnet Northern Line runs to the rear of the site.	
	Applicable Draft Local Plan policies:	GSS01, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW01, CHW02, ECC04, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	Residential	
	Indicative residential capacity:	7	
	Justification:	The open site is in a residential area where a suitable design could deliver new homes.	
Site requirements and development guidelines:	The scale of any redevelopment should be no higher than the adjoining terrace dwellings of 2-3 storeys. proposals for residential use must undertake an assessment of car parking needs. Any loss of public open space will require robust justification.		


Site No. 33	Bunns Lane Car park (Mill Hill Town Centre)			
Site Address:	Bunns Lane, Mill Hill, NW7 2AA			
	Ward:	Hale		
	PTAL 2019:	4		
	PTAL 2031:	5		
	Site Size:	0.33 ha		
	Ownership:	Council		
	Site source:	Council assets disposal programme		
	Context type:	Urban		
	Existing or most recent site use/s:	Car park (adjacent to Mill Hill station)		
	Development timeframe:	6-10 years		
	Planning designations:	None		
Relevant planning applications:	None			
	Site description:	Comprising the car park (184 spaces) for Mill Hill Broadway Station and the Town Centre. The car park is also used when Saracens are playing at home. The site is immediately adjacent to the Midland Main Railway on the eastern boundary, with the raised M1 carriageway immediately beyond. Mill Hill Broadway town centre is immediately to the east. To the west is low-rise suburban housing.		
		Applicable Draft Local Plan policies:	GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, TOW01, TOW02, CHW02, ECY03, ECC02, TRC01, TRC02, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	50% residential floorspace, 25% hotel floorspace and 25%, re-provision of car parking.		
	Indicative residential capacity:	43		
	Justification:	The site is highly accessible by public transport and is located adjacent to the shops and services of Mill Hill Broadway.		
				



Site requirements and development guidelines:	While the site is highly accessible and close to local services, any development must fully assess and mitigate the air and noise pollution caused by the proximity to the raised motorway and mainline railway. Proposals must take into account existing residential areas to the west and south, including concern over potential overspill car parking; there may be further need to control for residents-only parking. Site characteristics, including connectivity, offer the potential for visitor accommodation, such as a hotel. The design must ensure active frontages facing on to Bunns Lane. Public car parking provision should also be assessed and provided as needed.
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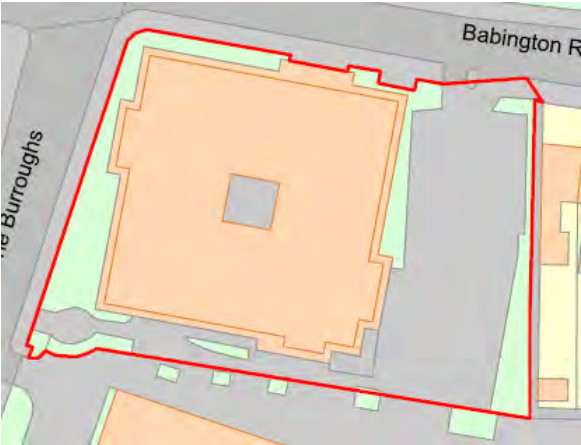


Site No. 34	Burroughs Gardens Car park (Middlesex University and The Burroughs)		
Site Address:	The Burroughs, Hendon, NW4 4AU		
	Ward:	Hendon	
	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	0.06 ha	
	Ownership:	Council	
	Site source:	Emerging Burroughs and Middlesex University SPD	
	Context type:	Urban	
	Existing or most recent site use/s:	Public car park	
	Development timeframe:	0-5 years	
	Planning designations:	Conservation Area; Archaeological Priority Area	
Relevant planning applications:	None		
	Site description:	A small car park located in The Burroughs Conservation Area. Adjacent to 2-3 storey buildings in office and residential use. Public transport is provided by several bus routes which run along the Burroughs.	
	Applicable Draft Local Plan policies:	GSS01, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, CHW02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	Residential	
	Indicative residential capacity:	9	



	<p>Justification:</p>	<p>The site presents an underutilised space within an urban area that can be intensified for residential development.</p>
<p>Site requirements and development guidelines:</p>	<p>The sensitive context of the Conservation Area, surrounding heritage assets and 2-3 storey buildings mean that any proposal must be of a suitable scale and design. Design proposals must take into account maintaining visibility of the heritage buildings to the rear of the site. The site is within an Archaeological Priority Area and must be subject to an archaeological assessment. Car parking requirements should be assessed, and spaces re-provided as needed. Further planning guidance will be provided by the emerging Burroughs and Middlesex University SPD.</p>	

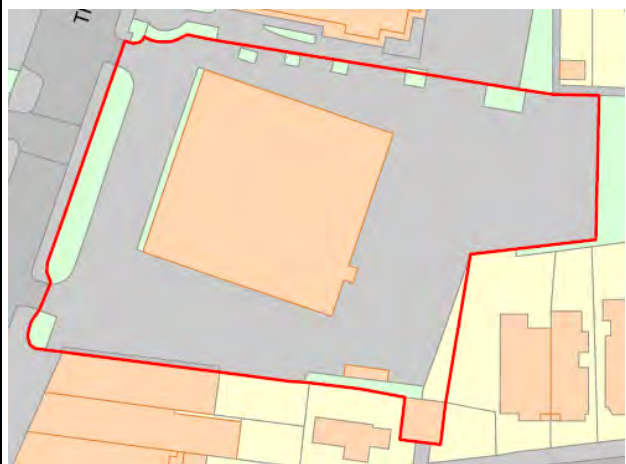

<p>Site No. 35</p>	<p>Egerton Gardens car park (Middlesex University and The Burroughs)</p>		
<p>Site Address:</p>	<p>The Burroughs, Hendon, NW4 8BD</p>		
	<p>Ward:</p>	<p>Hendon</p>	
<p>PTAL 2019:</p>	<p>4</p>		
<p>PTAL 2031:</p>	<p>4</p>		
<p>Site Size:</p>	<p>0.09 ha</p>		
<p>Ownership:</p>	<p>Council</p>		
<p>Site source:</p>	<p>Emerging Burroughs and Middlesex University SPD</p>		
<p>Context type:</p>	<p>Urban</p>		
<p>Existing or most recent site use/s:</p>	<p>Public car park</p>		
<p>Development timeframe:</p>	<p>0-5 years</p>		
<p>Planning designations:</p>	<p>None</p>		


	<p>Relevant planning applications:</p>	<p>None</p>	
	<p>Site description:</p>	<p>A small surface car park (29 spaces) that is close to the Burroughs Conservation Area and opposite a range of Grade II listed buildings, including Hendon Town Hall, Library and Fire Station. Middlesex University occupies many buildings in the area. The site is also within the immediate setting of two churches on The Burroughs/ Egerton Gardens which have been nominated for locally listing (Hendon Methodist Church and Our Lady of Delours Roman Catholic Church). Buildings adjacent to the site are 3-storeys with retail uses on the ground floor, while to the rear is a residential suburban road. Bus routes run along The Burroughs.</p>	
<p>Applicable Draft Local Plan policies:</p>	<p>GSS01, GSS12, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH08, CHW02, TRC01, TRC03</p>		
<p>Proposed uses/ allocation (as a proportion of floorspace):</p>	<p>Residential</p>		
<p>Indicative residential capacity:</p>	<p>69 student halls of residence (equivalent to 23 standard residential units on the ratio that 3 student rooms are equivalent to 1 standard housing unit)</p>		
<p>Justification:</p>	<p>The site presents an underutilised space within a urban area that can be intensified for residential development.</p>		
<p>Site requirements and development guidelines:</p>	<p>Proposals must be of a suitable scale and style which reflects the design context of heritage assets and low-rise buildings. Accommodation will be in the form of student halls of residence – the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation. Car parking requirements should be assessed, and spaces re-provided as needed. The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment. Further planning guidance will be provided by the emerging Burroughs and Middlesex University SPD.</p>		

Site No. 36	Fenella (Middlesex University and The Burroughs)			
Site Address:	The Burroughs, Hendon, NW4 4BS			
	Ward:	Hendon		
	PTAL 2019:	4		
	PTAL 2031:	4		
	Site Size:	0.26 ha		
	Ownership:	Council		
	Site source:	Emerging Burroughs and Middlesex University SPD		
	Context type:	Urban		
	Existing or most recent site use/s:	Education		
Development timeframe:	0-5 years			
Planning designations:	None			
Relevant planning applications:	None			
	Site description:	A modern 2-storey office building owned by Council and currently used by Middlesex University for administrative functions; the surrounding area contains Middlesex University's main campus. The site is opposite a range of Grade II listed buildings, including Hendon Town Hall, Library and Fire Station and is close to both the Burroughs and Hendon Church End Conservation Areas. Surrounding buildings are of 2-4 storeys, while to the rear is a residential suburban road.		
	Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH08, CHW01, CHW02, TRC01, TRC03		
	Proposed uses/ allocation (as a proportion of floorspace):	90% residential (halls of residence) floorspace with 10% educational uses		
	Indicative residential capacity:	180 student halls of residence (equivalent to 60 standard residential units on the ratio that 3 student rooms are equivalent to 1 standard housing unit)		
	Justification:	Greater use can be made of this well-located site to provide accommodation and for educational purposes.		
				

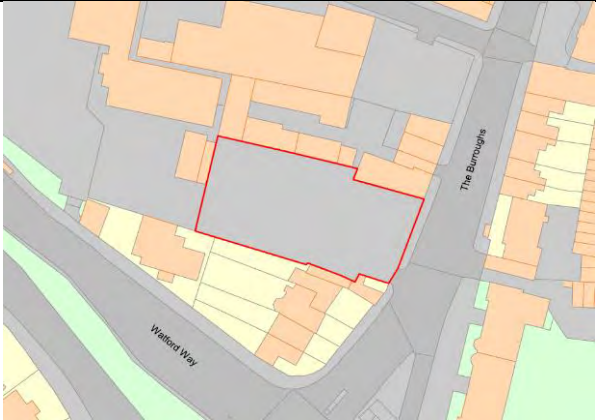


Site requirements and development guidelines:	The University’s future needs will be a key determinant for this site, with the potential to use part of the site for educational purposes such as a lecture hall. Proposals must be of a suitable scale and style which reflects the design context of heritage assets and low-rise buildings. Accommodation will be in the form of student halls of residence – the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation. The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment. Further guidance will be provided by the Emerging Burroughs and Middlesex University SPD.
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Site No.37	This site has been removed due to it being unlikely to come forward for redevelopment during the Local Plan period. The site number is being retained to provide consistency of site numbering between the Plan versions.
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Site No. 38	Ravensfield House (Middlesex University and The Burroughs)		
Site Address:	The Burroughs, Hendon, NW4 4BT		
	Ward:	Hendon	
	PTAL 2019:	3	
	PTAL 2031:	4	
	Site Size:	0.36 ha	
	Ownership:	Council	
	Site source:	Emerging Burroughs and Middlesex University SPD	
	Context type:	Urban	
	Existing or most recent site use/s:	Community meeting facility	
	Development timeframe:	0-5 years	
Planning designations:	None		
Relevant planning applications:	None		



	<p>Site description: A modern 2-storey building owned by Council but currently being used by Middlesex University. The site is opposite a range of Grade II listed buildings, including Hendon Town Hall, Library and Fire Station and is close to both the Burroughs and Hendon Church End Conservation Areas. Surrounding buildings adjacent to the site are of 2-3 storeys, while to the rear is toward low-rise residential areas. Bus routes run along the Burroughs.</p>
	<p>Applicable Draft Local Plan policies: GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH08, CHW01, CHW02, TRC01, TRC03</p>
	<p>Proposed uses/ allocation (as a proportion of floorspace): 90% residential floorspace with 10% educational uses floorspace.</p>
	<p>Indicative residential capacity: 252 student halls of residence (equivalent to 84 standard residential units on the ratio that 3 student rooms is taken as equivalent of 1 new housing unit)</p>
	<p>Justification: Greater use can be made of this well-located site to provide accommodation and for educational purposes.</p>
<p>Site requirements and development guidelines: The University’s future needs will be a key determinant for this site, with the potential to use part of the site for educational purposes such as a lecture hall. Proposals must be of a suitable scale and style which reflects the design context of heritage assets and low-rise buildings. Accommodation will be in the form of student halls of residence – the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation. The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment. Further guidance will be provided by the Emerging Burroughs and Middlesex University SPD.</p>	

<p>Site No. 39</p>	<p>The Burroughs car park (Middlesex University and The Burroughs)</p>		
<p>Site Address:</p>	<p>The Burroughs, Hendon, NW4 4AR</p>		
	<p>Ward:</p>	<p>Hendon</p>	
	<p>PTAL 2019:</p>	<p>4</p>	
	<p>PTAL 2031:</p>	<p>4</p>	
	<p>Site Size:</p>	<p>0.13 ha</p>	
	<p>Ownership:</p>	<p>Council</p>	
	<p>Site source:</p>	<p>Emerging Burroughs and Middlesex University SPD</p>	
	<p>Context type:</p>	<p>Urban</p>	
	<p>Existing or most recent site use/s:</p>	<p>Car parking</p>	
	<p>Development timeframe:</p>	<p>0-5 years</p>	



	<p>Planning designations:</p>	<p>Conservation Area; Archaeological Priority Area</p>	
<p>Relevant planning applications:</p>	<p>None</p>		
	<p>Site description:</p>	<p>A public car park (46 spaces) located in The Burroughs Conservation Area. The site is adjacent to 2-3 storey buildings in office and residential use. Bus routes run along the Burroughs.</p>	
	<p>Applicable Draft Local Plan policies:</p>	<p>GSS01, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, CHW02, TRC01, TRC03</p>	
	<p>Proposed uses/ allocation (as a proportion of floorspace):</p>	<p>Residential</p>	
	<p>Indicative residential capacity:</p>	<p>21</p>	
	<p>Justification:</p>	<p>The site presents an underutilised space within a urban area that can be intensified for residential development.</p>	
<p>Site requirements and development guidelines:</p>	<p>The sensitive context of the Conservation Area, surrounding heritage assets and 2-3 storey buildings mean that any proposal must be of a suitable scale and design. Design proposals must take into account maintaining visibility of the heritage buildings to the rear of the site. Car parking requirements should be assessed, and spaces re-provided as needed. The site is within an Archaeological Priority Area and must be subject to an archaeological assessment. Further planning guidance will be provided by the emerging Burroughs and Middlesex SPD.</p>		


Site No. 40	Meritage Centre (Middlesex University and The Burroughs)			
Site Address:	28-46 Meritage Centre, Church End Hendon NW4 4JT			
	Ward:	Hendon		
	PTAL 2019:	2		
	PTAL 2031:	2		
	Site Size:	0.33 ha		
	Ownership:	Council		
	Site source:	Emerging Burroughs and Middlesex University SPD		
	Context type:	Urban		
	Existing or most recent site use/s:	Office/ Community Space with associated car parking		
Development timeframe:	0-5 years			
Planning designations:	Conservation Area; Archaeological Priority Area			
Relevant planning applications:	None			
		Site description:	The site contains a modern, low-rise building providing a community service for elderly people. Within the curtilage are areas of landscaping, including mature trees, and a car park. The site is within the Church End Conservation Area and is within the immediate setting of the Grade II* listed St Mary's Parish Church.	
		Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH07, CDH08, CHW01, CHW02, TRC01, TRC03	
		Proposed uses/ allocation (as a proportion of floorspace):	50% residential floorspace and 50% community floorspace	
		Indicative residential capacity:	108 student halls of residence (equivalent to 36 standard residential units on the ratio that 3 student rooms are equivalent to 1 standard housing unit)	
		Justification:	The site can be intensified to provide residential accommodation and community uses.	




Site requirements and development guidelines:	The Meritage Centre is community infrastructure and must be re-provided either on site or at a suitable alternative location. The Hendon Conservation Area Character Appraisal acknowledges that the Meritage Centre is a possible future site for redevelopment. Any proposals need to be sensitive in relation to the heritage assets and should reinforce local distinctiveness, with consideration given to the location within the conservation area and directly adjoining the Grade II* listed St Mary’s Parish Church. Proposals should also seek to retain the two mature birch trees located in the courtyard area. The site is within an Archaeological Priority Area and must be subject to an archaeological assessment. Accommodation could be in the form of student halls of residence – the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation. Further planning guidance will be provided by the emerging Burroughs and Middlesex University SPD.
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Site No. 41	PDSA and Fuller St car park (Middlesex University and The Burroughs)		
Site Address:	The Burroughs, Hendon, NW4 4BE		
	Ward:	Hendon	
	PTAL 2019:	2	
	PTAL 2031:	2	
	Site Size:	0.23 ha	
	Ownership:	Mixed	
	Site source:	Emerging Burroughs and Middlesex University SPD	
	Context type:	Urban	
	Existing or most recent site use/s:	Animal hospital, residential, garages and car parking	
	Development timeframe:	0-5 years	
	Planning designations:	Archaeological Priority Area	
Relevant planning applications:	None		
	Site description:	The site includes an animal hospital (PDSA), four residential units, garages and a car park that are associated with the surrounding residential units; it should be noted that on street parking in the area is very limited. The PDSA is located very close to the eastern boundary of the Hendon, Church End conservation area and is also in the vicinity of listed and locally listed buildings. Surrounding buildings to the south and east are mostly low-rise residential in character, while to the north is St Mary’s and St John’s Primary School.	
	Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH07, CDH08, CHW01, CHW02, ECY01, TRC01, TRC03	
			



	Proposed uses/ allocation (as a proportion of floorspace):	50% residential floorspace and 50% community uses floorspace
	Indicative residential capacity:	48 student halls of residence (equivalent to 16 standard residential units on the ratio that 3 student rooms are equivalent to 1 standard housing unit)
	Justification:	The site can be intensified to provide residential accommodation and community uses.
Site requirements and development guidelines:	The PDSA is a well-established use in the area and provides an important service to the community due to its charitable function. It is one of only three PDSA Hospitals in London. As such the use should either be re-provided on site, or at a suitable alternative location. Any proposal must consider impact on the proximate heritage assets, including the Hendon, Church End Conservation Area and nationally and locally listed buildings. The site is within an Archaeological Priority Area and must be subject to an archaeological assessment. Accommodation could be in the form of student halls of residence – the indicative capacity shown is on the ratio of three student rooms to one conventional unit of accommodation. Further planning guidance will be provided by the emerging Burroughs and Middlesex University SPD.	


Site No. 42	Usher Hall (Middlesex University and The Burroughs)		
Site Address:	The Burroughs, Hendon, NW4 4HE		
	Ward:	Hendon	
	PTAL 2019:	3	
	PTAL 2031:	4	
	Site Size:	0.44 ha	
	Ownership:	Public (Middlesex University)	
	Site source:	Emerging Burroughs and Middlesex University SPD	
	Context type:	Urban	
	Existing or most recent site use/s:	Student housing	
	Development timeframe:	5-10 years	
	Planning designations:	None	
	Relevant planning applications:	None	
			

	<p>Site description:</p>	<p>Purpose-built 4-storey student accommodation with car parking to the rear. On the opposite side of The Burroughs is a range of Grade II listed buildings including the Middlesex University main building, along with Hendon Library, Fire Station and Town Hall. Hendon Church End Conservation Area lies immediately to the north of the site. Public transport is provided by bus routes which run along the Burroughs.</p>	
	<p>Applicable Draft Local Plan policies:</p>	<p>GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH07, CDH08, CHW02, TRC01, TRC03</p>	
	<p>Proposed uses/ allocation (as a proportion of floorspace):</p>	<p>Residential accommodation for students</p>	
	<p>Indicative residential capacity:</p>	<p>117 student halls of residence (equivalent to 39 standard residential units on the ratio that 3 student rooms are equivalent to 1 standard housing unit)</p>	
	<p>Justification:</p>	<p>The site can be intensified to provide a greater quantum of student accommodation.</p>	
<p>Site requirements and development guidelines:</p>	<p>Proposals must be of a suitable scale and style which reflects the design context of heritage assets and surrounding buildings. The existing use of the building as student halls of residence is expected to be retained – the indicative capacity shown is on the basis of a net-increase and at the ratio of three student rooms to one conventional unit of accommodation. The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment. Further guidance will be provided by the emerging Burroughs and Middlesex University SPD.</p>		




Site No. 43	Army Reserve Depot (Chipping Barnet Town Centre)		
Site Address:	St Alban's Rd, Chipping Barnet, EN5 4JX		
	Ward:	High Barnet	
	PTAL 2019:	3	
	PTAL 2031:	3	
	Site Size:	1.26 ha	
	Ownership:	Public (MoD)	
	Site source:	The Spires Planning Framework (2012)	
	Context type:	Urban	
	Existing or most recent site use/s:	Territorial Army drill hall, ancillary buildings and yard.	
	Development timeframe:	0-5 years	
	Planning designations:	Archaeological Priority Area	
Relevant planning applications:	None		
	Site description:	The current site does not link or relate to the surrounding residential area and does not permit access between St Albans Road to roads to the rear of the site. It is predominantly surrounded by small scale residential and retail units. Due to security issues relating to its present use the site has a 'closed' appearance and is out of character with the street scene and surrounding uses. The site is only accessible from St Albans Road. Pedestrian connections to Chipping Barnet Town Centre are poor. Mature trees help define the site's character. The site is adjacent to Chipping Barnet Town Centre and the Monken Hadley Conservation Area and is close to the Grade II listed Christ Church and Locally listed White Lion Pub and 39-41 St Albans Road.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CDH08, TOW01, CHW01, CHW02, ECY01, ECY02, ECY03, TRC01, TRC03.	
	Proposed uses/ allocation (as a proportion of floorspace):	90% residential floorspace with 10% commercial, business and services uses	
	Indicative residential capacity:	193	
	Justification:	Vacation of the site by the current user provides an opportunity for new uses and more intensive development that are appropriate in this accessible location on the edge of the town centre.	
			

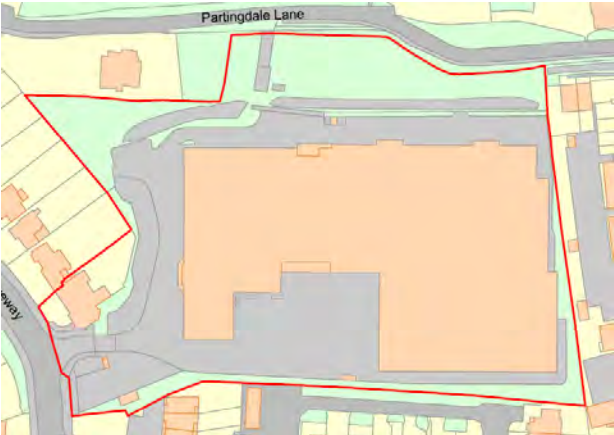

Site requirements and development guidelines:	New residential development with potential for commercial, business and services use elements will strengthen the vitality and viability of the town centre. This is an opportunity to provide family housing in an accessible location. The design should reflect the context of the surrounding residential grain, building heights and heritage. Mature trees on the site should be retained. Improvements to key road junctions, including Stapylton Road/ St Albans Road and St Albans Road/ A1000, should be investigated and any improvements deemed necessary should be implemented. Enhancements should be sought for pedestrian connectivity between residential areas and the town centre through enhancing existing footpaths and reopening routes to recreate historical connectivity. The site is within an Archaeological Priority Area and must be subject to an archaeological assessment.
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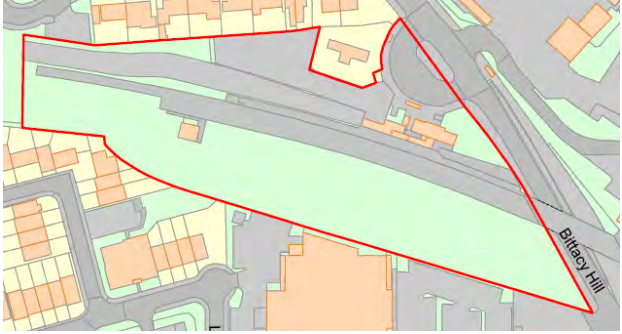


Site No. 44	High Barnet Station (Chipping Barnet Town Centre)		
Site Address:	Great North Rd, Chipping Barnet, EN5 5P		
	Ward:	High Barnet	
	PTAL 2019:	6	
	PTAL 2031:	6	
	Site Size:	1.50 ha	
	Ownership:	Public (TfL)	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Public car parking and B-use storage and business	
	Development timeframe:	6-10 years	
	Planning designations:	None	
Relevant planning applications:	None		
			
Site description:	<p>This is land to south west of High Barnet station and tracks, fronting the A1000 Barnet Hill / Great North Road. It is currently used as a commuter car park (157 spaces), a range of low-density B-uses including vehicle hire, scaffolding and self-storage facilities in temporary structures and vacant, incidental land around the railway. Levels change significantly across the site and in the surrounding area, rising (quite steeply in places) to the northwest. The site is within 400m of Chipping Barnet Town Centre. It is located on one of the highest points (134 metres above sea level) of the Barnet Plateau. There are no statutorily or locally listed buildings close to the site, and it is not within a conservation area or its setting. There is a wooded area to the west (containing Tree Preservation Orders), provides opportunities for placemaking and maximising residential amenity.</p>		

	Applicable Draft Local Plan policies:	GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECY01, ECY02, ECY03, TRC01, TRC02, TRC03
	Proposed uses/ allocation (as a proportion of floorspace):	75% residential floorspace with 25% commercial uses, public realm and public car parking. Designated within UDP (2006) as Site 26 supporting B1 uses, hotel and leisure.
	Indicative residential capacity:	292
	Justification:	The site is highly accessible by public transport and is close to Chipping Barnet town centre, making this location suitable for intensification.
Site requirements and development guidelines:	Comprehensive residential led development which will improve the sense of arrival and of place at entrances to High Barnet station, creating a new public space and improving visual connectivity. Seek opportunities for public realm improvements from station entrances up the hill to Chipping Barnet Town Centre and pedestrian connections to Great North Road Local Centre. There is potential for meanwhile uses on parts of the site at the early stages of development to help create an identity and attraction. The development should create active and attractive frontages along Barnet Hill. This is not in a Tall Buildings Location - 8 storeys or more would not be appropriate. Meanwhile use floorspace could take the form of flexible and affordable workspace, small / affordable shop units suitable for SMEs. An assessment must be undertaken of public car parking spaces lost and replacement spaces may be required. Development must reflect the 'Healthy Streets Approach' with improved interchange facilities for pedestrians and cyclists.	



Site No. 45	Land at Whalebones		
Site Address:	Wood St, Chipping Barnet, EN5 4BZ		
	Ward:	High Barnet	
	PTAL 2019:	2	
	PTAL 2031:	2	
	Site Size:	2.20 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Suburban	
	Existing or most recent site use/s:	Agriculture, community facilities	


	<table border="1"> <tr> <td>Development timeframe:</td> <td>0-5 years</td> </tr> <tr> <td>Planning designations:</td> <td>Conservation Area</td> </tr> <tr> <td>Relevant planning applications:</td> <td>19/3949/FUL (REFUSED) 152 residential units, public open spaces</td> </tr> </table>	Development timeframe:	0-5 years	Planning designations:	Conservation Area	Relevant planning applications:	19/3949/FUL (REFUSED) 152 residential units, public open spaces										
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	<table border="1"> <tr> <td>Site description:</td> <td colspan="2">The site forms part of Wood Street Conservation area and comprises a largely green and undeveloped area, consisting in the west and north of open fields with some tree cover, and in the east of a more heavily-treed field. Whalebones House itself and the extensive surrounding garden are in private ownership and are not part of the site. The surrounding area consists of large suburban houses. To the west there has been recent residential development at Elmbank of 114 units. Barnet Hospital lies to the south. There is access to bus routes serving Barnet Hospital and Wood Street.</td> </tr> <tr> <td>Applicable Draft Local Plan policies:</td> <td colspan="2">GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CDH08, CHW01, CHW02, ECC02, ECC04, ECC06, TRC01, TRC03</td> </tr> <tr> <td>Proposed uses/ allocation (as a proportion of floorspace):</td> <td colspan="2">90% residential with 10% local open space and community facilities.</td> </tr> <tr> <td>Indicative residential capacity:</td> <td colspan="2">152</td> </tr> <tr> <td>Justification:</td> <td colspan="2">The site presents an area of undeveloped land that is close to the services and transport links of Chipping Barnet Town Centre. The site is not currently accessible by the public and development provides an opportunity to deliver public open space.</td> </tr> </table>		Site description:	The site forms part of Wood Street Conservation area and comprises a largely green and undeveloped area, consisting in the west and north of open fields with some tree cover, and in the east of a more heavily-treed field. Whalebones House itself and the extensive surrounding garden are in private ownership and are not part of the site. The surrounding area consists of large suburban houses. To the west there has been recent residential development at Elmbank of 114 units. Barnet Hospital lies to the south. There is access to bus routes serving Barnet Hospital and Wood Street.		Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CDH08, CHW01, CHW02, ECC02, ECC04, ECC06, TRC01, TRC03		Proposed uses/ allocation (as a proportion of floorspace):	90% residential with 10% local open space and community facilities.		Indicative residential capacity:	152		Justification:	The site presents an area of undeveloped land that is close to the services and transport links of Chipping Barnet Town Centre. The site is not currently accessible by the public and development provides an opportunity to deliver public open space.	
Site description:	The site forms part of Wood Street Conservation area and comprises a largely green and undeveloped area, consisting in the west and north of open fields with some tree cover, and in the east of a more heavily-treed field. Whalebones House itself and the extensive surrounding garden are in private ownership and are not part of the site. The surrounding area consists of large suburban houses. To the west there has been recent residential development at Elmbank of 114 units. Barnet Hospital lies to the south. There is access to bus routes serving Barnet Hospital and Wood Street.																
Applicable Draft Local Plan policies:	GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CDH08, CHW01, CHW02, ECC02, ECC04, ECC06, TRC01, TRC03																
Proposed uses/ allocation (as a proportion of floorspace):	90% residential with 10% local open space and community facilities.																
Indicative residential capacity:	152																
Justification:	The site presents an area of undeveloped land that is close to the services and transport links of Chipping Barnet Town Centre. The site is not currently accessible by the public and development provides an opportunity to deliver public open space.																
<p>Site requirements and development guidelines:</p>	<p>This sensitive character of this site means that proposals must have great attention to how the design corresponds to the historical and local context, and addresses local needs. There must be retention of trees and other natural features, with the introduction of new pedestrian access points and woodland walks which benefit the local community and users of Barnet Hospital. Residential development to west of Whalebones House, adjacent to the Elmbank development, will help to integrate the site into the surrounding suburbs. There should be provision of a new Local Open Space and a community facility, subject to legal agreement with developer on continuing management and maintenance. The site adjoins an Archaeological Priority Area and must be subject to an archaeological assessment. The design must reflect the site location in the Wood Street Conservation area and the surrounding suburban and historic character. Planning application (19/3949/FUL) was refused for 152 residential units and public open spaces.</p>																

Site No. 46	IBSA House (Mill Hill East Growth Area)		
Site Address:	The Ridgeway, Mill Hill, NW7 1RN		
	Ward:	Mill Hill	
	PTAL 2019:	1B	
	PTAL 2031:	1B	
	Site Size:	2.08 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Suburban	
	Existing or most recent site use/s:	Office / light industrial / storage and distribution	
	Development timeframe:	0-5 years	
	Planning designations:	Green Belt (on part of the site)	
Relevant planning applications:	19/6551/FUL 197 residential units; 18/1998/PNO (refused)		
	Site description:	The site contains the print works and offices for International Bible Students Association within a modern 5-storeys building on the Finchley Ridge. The site is adjacent to residential areas of the Millbrook Park development. To the north of the site is Green Belt, with the designation overlapping part of the site alongside Partingdale Lane.	
	Applicable Draft Local Plan policies:	GSS01, GSS07, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, ECY01, ECY02, ECY03, ECC05, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	Residential only	
	Indicative residential capacity:	197 as per 19/6551/FUL	
	Justification:	The owners and users of the site are leaving the site, providing an opportunity for more effective and intensive use.	
Site requirements and development guidelines:	Proposals must be of appropriate scale and design that responds to the context. There should be delivery of high quality residential development comprising a range of housing types and tenures, including family homes. Proposals must ensure development does not negatively affect the small area of Green Belt at the north of the site. The potential for the development to increase traffic must be assessed and mitigated.		




Site No. 47	Mill Hill East Station (Mill Hill East Growth Area)			
Site Address:	Bittacy Hill, Mill Hill, NW7 1BS – airspace above and land adjoining station			
	Ward:	Mill Hill		
	PTAL 2019:	3		
	PTAL 2031:	3		
	Site Size:	1.24 ha		
	Ownership:	Public (non-Council)		
	Site source:	Call for sites		
	Context type:	Urban		
	Existing or most recent site use/s:	Railway station, platforms and lines, with public car parking and unused bordering land		
	Development timeframe:	11-15 years		
	Planning designations:	None		
Relevant planning applications:	None			
	<p>Site description: The site includes Mill Hill East Station building, platform and tracks, along with the public car park (42 spaces) and overgrown adjacent strip of land. The large, partially completed Mill Brook Park development is across Bittacy Hill road to the north east of the site. To the north is low-density two-storey housing, while to the south is a supermarket and gym surrounded by large areas of surface car parking.</p>			
	Applicable Draft Local Plan policies:	GSS01, GSS07, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, ECC06, TRC01, TRC02, TRC03		
	Proposed uses/ allocation (as a proportion of floorspace):	60% residential floorspace with 40% retained rail infrastructure and car parking.		
	Indicative residential capacity:	127		
	Justification:	The site is accessible by public transport and is could be intensified to provide residential uses.		
				

Site requirements and development guidelines:	<p>The varied surroundings to the site mean that the design must be sensitive in terms intensification; for example, the southern boundary towards the supermarket provides greater scope for building height than towards the low-rise housing to the west. Preservation of mature trees required. The station building and associated platforms and tracks must be retained and/ or re-provided.</p> <p>The scale of development is likely to require upgrades of the water supply network infrastructure. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing phasing plan to ensure development does not outpace delivery of essential network upgrades.</p> <p>An assessment of public car parking requirements must be undertaken and mitigation provided to encourage the use of public transport and active modes of travel.</p>
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Site No. 48	Mill Hill Library (Mill Hill Town Centre)		
Site Address:	Hartley Avenue, NW7 2HX		
	Ward:	Mill Hill	
	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	0.17 ha	
	Ownership:	Council	
	Site source:	Council assets disposal programme	
	Location type:	Urban	
	Existing or most recent site use/s:	Public library and associated car parking	
	Development timeframe:	0-5 years	
	Planning designations:	Local Heritage List	
Relevant planning applications:	None		
	Site description:	<p>Mill Hill Library is a single storey Neo-Georgian building in red brick with stone portico and slate tiled roof which was built in 1937. The building has been nominated for the Local Heritage List.</p> <p>The curtilage includes a border of landscaping, along with an access road to a rear car park.</p> <p>Opposite lies the fire station built in a similar civic style. To the west of the site is a car park while to the east is a three-storey officer building. The location is close to Mill Hill district centre and lies close to the A1 arterial road. Mill Hill station is within approximately 500m.</p>	
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH08, TOW01, TOW02, CHW01, CHW02, TRC01, TRC02	
			


	Proposed uses/ allocation (as a proportion of floorspace):	50% residential floorspace with 50% community uses
	Indicative residential capacity:	19
	Justification:	The library use is leaving the building, allowing the site to be used for other purposes suitable to this accessible and edge-of-town-centre location.
Site requirements and development guidelines:	<p>The library is community infrastructure and must be re-provided either on site or at a suitable alternative location.</p> <p>Due to the proposed Local Heritage listing, proposals should retain the existing building and sensitivity integrate new uses or additional buildings.</p> <p>Good accessibility to the Mill Hill district centre and transport links will help to support new uses on this site.</p>	

Site No. 49	Watchtower House & Kingdom Hall (Mill Hill Growth Area)		
Site Address:	The Ridgeway, Mill Hill, NW7 1RS/ 1RL		
	Ward:	Mill Hill	
	PTAL 2019:	1B	
	PTAL 2031:	1B	
	Site Size:	7.31 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Green Belt with existing buildings on parts of the site	
	Existing or most recent site use/s:	Sui generis religious community	
	Development timeframe:	6-10 years	
	Planning designations:	Green Belt; Conservation Area; Major Developed Site in the Green Belt (UDP 2006)	




	<p>Relevant planning applications:</p>	<p>None</p>	
	<p>Site description:</p>	<p>A large site with extensive open spaces that is within designated Green Belt and the Mill Hill Conservation Area, previously classified as a Major Development Site within the Green Belt. There is a broad west/ east split, with the eastern half of the site containing a sprawling complex, largely over three storeys, which provides 85 self-contained residential units and ancillary services for staff of the International Bible Students Association (IBSA), at nearby IBSA House. There are also extensive gardens and car parking. The western half of the site comprises a Kingdom Hall with a large, open field. The site has numerous mature trees and is subject to an Area Tree Preservation Order. A public footpath bisects the site north-south. The land falls sharply from north to south, providing good views towards London. Suburban roads of semi-detached housing surround the site to the south, east and west, with The Ridgeway Road to the north.</p>	
<p>Applicable Draft Local Plan policies:</p>		<p>GSS01, GSS07, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, ECC05, ECC06, TRC01, TRC03</p>	
<p>Proposed uses/ allocation (as a proportion of floorspace):</p>		<p>80% retained as undeveloped Green Belt with 18% residential and 2% community floorspace</p>	
<p>Indicative residential capacity:</p>		<p>224</p>	
<p>Justification:</p>		<p>The existing user plans to vacate the site and the extant built areas are suitable for housing and community uses.</p>	


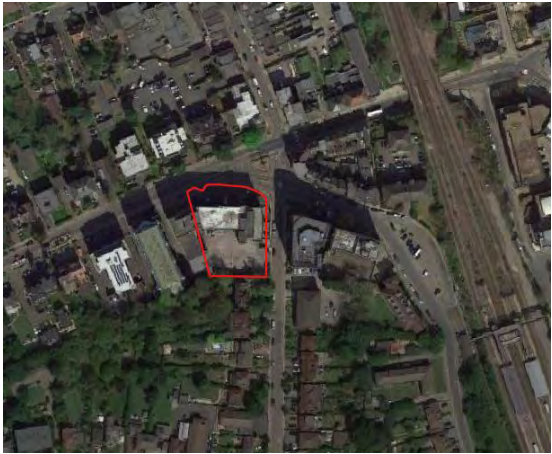
Site requirements and development guidelines:	The quantum and design of redevelopment are significantly constrained by numerous factors, including the low level of public transport access, the suburban semi-rural character, the Green Belt and Conservation Area status, the very prominent position at the top of the ridge, and trees subject to TPOs. Local wildlife must be protected both from development and disturbance during development. The public footpath traversing the site must be retained. Any proposal seeking development that is not within the area of previously developed land must demonstrate very special circumstances.
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Site No. 50	Watford Way & Bunns Lane (Major Thoroughfare)		
Site Address:	Adjacent to Watford Way, Mill Hill, NW7 2EX		
	Ward:	Mill Hill	
	PTAL 2019:	1B	
	PTAL 2031:	2	
	Site Size:	0.86 ha	
	Ownership:	TfL	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Vacant (former motorway ramp & verges)	
	Development timeframe:	5-10 years	
	Planning designations:	None	
Relevant planning applications:	None		
	Site description:	An overgrown site on a disused road connection. The site's eastern boundary is along the raised Watford Way (A1), with the remainder of the boundary running to the rear of 2-3 storey residential properties along Bunns Lane and other local streets. The site does not have direct access to the public highway, other than the A1 which would not be suitable due to safety issues of vehicles joining a busy, raised three-carriageway road. A raised public footpath crosses the site.	
	Applicable Draft Local Plan policies:	GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECC02, ECC06, TRC01, TRC03	
			

	Proposed uses/ allocation (as a proportion of floorspace):	Residential
	Indicative residential capacity:	105
	Justification:	The site is unused and provides an opportunity for new housing in a residential area.
Site requirements and development guidelines:	<p>Proposals must demonstrate how adequate access to site will be secured. Critically, the design must manage and mitigate air pollution and noise from the adjoining A1 road and must also ensure the amenity of neighbouring residential properties is maintained or improved. As assessment of the trees must be undertaken with the objective of preserving mature and high-quality specimens or mitigating on-site through re-planting. The public footpath route through the site must be maintained.</p> <p>This scale of development is likely to require upgrades of the water supply network infrastructure. The developer and the Council should liaise with Thames Water at the earliest opportunity to agree a housing phasing plan to ensure development does not outpace delivery of essential network upgrades.</p>	




No. 51	Great North Road Local Centre (Major Thoroughfare)		
Site Address:	Great North Rd, New Barnet, EN5 1AB		
	Ward:	Oakleigh	
	PTAL 2019:	4	
	PTAL 2031:	5	
	Site Size:	0.81 ha	
	Ownership:	The Leathersellers' Company	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Cinema, public house and service station	
	Development timeframe:	6-10 years	

	<table border="1"> <tr> <td>Planning designations:</td> <td>None</td> </tr> <tr> <td>Relevant planning applications:</td> <td>None</td> </tr> </table>	Planning designations:	None	Relevant planning applications:	None												
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	<table border="1"> <tr> <td>Site description:</td> <td colspan="2">This site is part of the Great North Road Local Centre which includes the recently refurbished Grade II listed cinema, public house and petrol station. The site is next to a junction of the Great North Road. To the rear is a railway line embankment, along which is a Site of Borough Importance for Nature Conservation. High Barnet Station is within ½ km.</td> </tr> <tr> <td>Applicable Draft Local Plan policies:</td> <td colspan="2">GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, TOW01, TOW04, CHW02, CHW04, TRC01, TRC03</td> </tr> <tr> <td>Proposed uses/ allocation (as a proportion of floorspace):</td> <td colspan="2">40% residential floorspace with 60% of floorspace in use as a cinema and public house</td> </tr> <tr> <td>Indicative residential capacity:</td> <td colspan="2">84</td> </tr> <tr> <td>Justification:</td> <td colspan="2">The site is accessible and presents an opportunity for intensification while seeking to maintain the existing important uses.</td> </tr> </table>		Site description:	This site is part of the Great North Road Local Centre which includes the recently refurbished Grade II listed cinema, public house and petrol station. The site is next to a junction of the Great North Road. To the rear is a railway line embankment, along which is a Site of Borough Importance for Nature Conservation. High Barnet Station is within ½ km.		Applicable Draft Local Plan policies:	GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, TOW01, TOW04, CHW02, CHW04, TRC01, TRC03		Proposed uses/ allocation (as a proportion of floorspace):	40% residential floorspace with 60% of floorspace in use as a cinema and public house		Indicative residential capacity:	84		Justification:	The site is accessible and presents an opportunity for intensification while seeking to maintain the existing important uses.	
Site description:	This site is part of the Great North Road Local Centre which includes the recently refurbished Grade II listed cinema, public house and petrol station. The site is next to a junction of the Great North Road. To the rear is a railway line embankment, along which is a Site of Borough Importance for Nature Conservation. High Barnet Station is within ½ km.																
Applicable Draft Local Plan policies:	GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, TOW01, TOW04, CHW02, CHW04, TRC01, TRC03																
Proposed uses/ allocation (as a proportion of floorspace):	40% residential floorspace with 60% of floorspace in use as a cinema and public house																
Indicative residential capacity:	84																
Justification:	The site is accessible and presents an opportunity for intensification while seeking to maintain the existing important uses.																
<p>Site requirements and development guidelines:</p>	<p>Proposals must retain the Grade II listed cinema building and should consider retaining the public house. Noise and air pollution from the Great North Road must be mitigated. Development needs to take account of the Site of Borough Importance for Nature Conservation to the rear. A site masterplan will be required.</p>																

Site No. 52	Kingmaker House (New Barnet Town Centre)		
Site Address:	15 Station Rd, New Barnet, EN5 1NW		
	Ward:	Oakleigh	
	PTAL 2019:	3	
	PTAL 2031:	4	
	Site Size:	0.26 ha	
	Ownership:	Private	
	Site source:	Existing prior-approval	
	Context type:	Urban	
	Existing or most recent site use/s:	Office	
	Development timeframe:	0-5 years	
	Planning designations:	Town Centre	
Relevant planning applications:	19/5403/FUL (approved) extension for 43 additional residential units; 19/1952/PNO (approved) conversion to 94 residential units.		
	Site description:	Located in New Barnet Town Centre, the site consists of a 7-storey 1960s office building with parking to the front and rear. Similar adjacent buildings have been converted to residential use. The site is close to New Barnet Station.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, CHW02, ECY01, ECY02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	90% residential floorspace with 10% commercial (office)	
	Indicative residential capacity:	61	
			

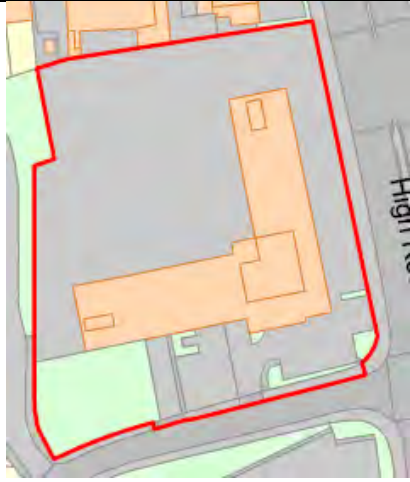


		<p>Justification:</p>	<p>The town centre and well-connected location provides an opportunity to sensitively redevelop this site for residential units.</p>
<p>Site requirements and development guidelines:</p>	<p>While prior approval for conversion from office to residential has been approved, planning applications have been refused on the basis of impact on residential properties to the rear. Proposals must therefore carefully assess the quantum of development and scale and massing of the design. Nevertheless, high public transport access and proximity to town centre functions may support a relatively high density of development. Proposed designs must also take into consideration the Grade II listed New Barnet War Memorial and locally listed East Barnet Town Hall which are opposite the site.</p>		




<p>Site No. 53</p>	<p>Allum Way (Whetstone Town Centre)</p>		
<p>Site Address:</p>	<p>Totteridge & Whetstone station/ High Rd/ Downland Close/ Allum Way, Whetstone, N20</p>		
	<p>Ward:</p>	<p>Totteridge</p>	
<p>PTAL 2019:</p>	<p>4</p>		
<p>PTAL 2031:</p>	<p>4</p>		
<p>Site Size:</p>	<p>4.27 ha</p>		
<p>Ownership:</p>	<p>Mixed (TfL and private)</p>		
<p>Site source:</p>	<p>Call for sites</p>		
<p>Context type:</p>	<p>Urban</p>		
<p>Existing or most recent site use/s:</p>	<p>Railway station with car parking, industry and storage</p>		
<p>Development timeframe:</p>	<p>10-15 years</p>		
<p>Planning designations:</p>	<p>None</p>		

	<p>Relevant planning applications:</p>	<p>None</p>	
	<p>Site description:</p>	<p>This site encompasses the station, car parking (101 spaces), storage and small industrial units. Parts of the site are heavily wooded. The north-east is adjacent to Whetstone Town Centre and fronts onto the High Road. The site slopes steeply from the High Road down to the railway line.</p>	
<p>Applicable Draft Local Plan policies:</p>		<p>GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, TOW01, TOW02, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, ECC05, ECC06, TRC01, TRC02, TRC03</p>	
<p>Proposed uses/ allocation (as a proportion of floorspace):</p>		<p>46% for TfL rail infrastructure, commercial (office and light industry), community and car parking, and 54% residential floorspace</p>	
<p>Indicative residential capacity:</p>		<p>600</p>	
<p>Justification:</p>		<p>The site is highly accessible by public transport and is next to Whetstone Town Centre. There is potential to intensify and deliver housing with some commercial uses. A portion of the site should be safeguarded for new LU rail infrastructure.</p>	


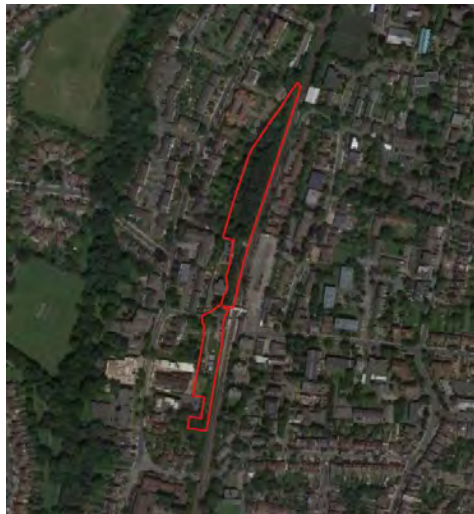
Site requirements and development guidelines:	<p>A portion of the site should be safeguarded for TfL / London Underground for operational purposes, to serve a future Northern Line upgrade. Station functions must be maintained. Good access to public transport and town centre functions support intensification.. Mature trees within the site should be assessed and either preserved or replaced. There is adjoining Green Belt to the west and north and Site of Borough Importance for Nature Conservation along the western site boundary, along with the Dollis Valley Green Walk. A further restricting design factor is the suburban 2-3 storey housing to the east. Building heights must be carefully considered to avoid excessive impact within the area which already has the tall buildings of Barnet House and Northway House. Homes near to the Northern Line must be provided with noise mitigation, with trains running through the night on Friday and Saturday.</p> <p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application.</p> <p>Access to the site must be managed to form safe entrance and exit, particularly from the High Road and Totteridge Lane. Car parking requirements will be assessed and - provided within the context of a move to sustainable modes of transport.</p>
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Site No. 54	Barnet House (Whetstone Town Centre)		
Site Address:	1255 High Rd, Whetstone, N20 0EJ		
	Ward:	Totteridge	
	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	0.59 ha	
	Ownership:	Private	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Office	
	Development timeframe:	0-5 years	
	Planning designations:	Town Centre; Archaeological Priority Area	



	<p>Relevant planning applications:</p> <p>17/1313/PNO (approved) conversion to 254 residential units; 17/5373/FUL (refused) extension and 216 residential units.</p>																
	<table border="1"> <tr> <td data-bbox="853 691 1003 775">Site description:</td> <td colspan="2" data-bbox="1003 691 2054 775">A 10-storey 1960s office building and associated car parking spaces. The site is within the Whetstone Town Centre and fronts onto the Great North Road. Surrounding buildings vary from 2-6 storeys. The site is within 300m of Totteridge and Whetstone Station.</td> </tr> <tr> <td data-bbox="853 791 1133 866">Applicable Draft Local Plan policies:</td> <td colspan="2" data-bbox="1133 791 2054 866">GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, CHW01, CHW02, ECY01, ECY02, ECY03, TRC01, TRC03</td> </tr> <tr> <td data-bbox="853 882 1227 935">Proposed uses/ allocation (as a proportion of floorspace):</td> <td colspan="2" data-bbox="1227 882 2054 935">90% residential uses with 10% community and commercial</td> </tr> <tr> <td data-bbox="853 951 1227 1003">Indicative residential capacity:</td> <td colspan="2" data-bbox="1227 951 2054 1003">139</td> </tr> <tr> <td data-bbox="853 1019 1133 1054">Justification:</td> <td colspan="2" data-bbox="1133 1019 2054 1054">The town centre site is accessible and could be used to provide residential uses along with ancillary town centre uses.</td> </tr> </table>		Site description:	A 10-storey 1960s office building and associated car parking spaces. The site is within the Whetstone Town Centre and fronts onto the Great North Road. Surrounding buildings vary from 2-6 storeys. The site is within 300m of Totteridge and Whetstone Station.		Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, CHW01, CHW02, ECY01, ECY02, ECY03, TRC01, TRC03		Proposed uses/ allocation (as a proportion of floorspace):	90% residential uses with 10% community and commercial		Indicative residential capacity:	139		Justification:	The town centre site is accessible and could be used to provide residential uses along with ancillary town centre uses.	
Site description:	A 10-storey 1960s office building and associated car parking spaces. The site is within the Whetstone Town Centre and fronts onto the Great North Road. Surrounding buildings vary from 2-6 storeys. The site is within 300m of Totteridge and Whetstone Station.																
Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, CHW01, CHW02, ECY01, ECY02, ECY03, TRC01, TRC03																
Proposed uses/ allocation (as a proportion of floorspace):	90% residential uses with 10% community and commercial																
Indicative residential capacity:	139																
Justification:	The town centre site is accessible and could be used to provide residential uses along with ancillary town centre uses.																
<p>Site requirements and development guidelines:</p>	<p>While prior approval (17/1313/PNO) has been granted for office to residential conversion, planning applications which come forward should include community and commercial office uses. The good public transport access and town centre location support a relatively intensive development. High quality design will be expected to reflect the context of Whetstone High Street and the prominent location of the site. The site is within an Archaeological Priority Area and must be subject to an archaeological assessment.</p>																


Site No. 55	Woodside Park Station East (Existing Transport Infrastructure)			
Site Address:	Woodside Park Rd, Woodside Park, N12 8RT			
	Ward:	Totteridge		
	PTAL 2019:	3		
	PTAL 2031:	4		
	Site Size:	0.46 ha		
	Ownership:	Public (TfL)		
	Site source:	Call for sites		
	Context type:	Urban		
	Existing or most recent site use/s:	Car park		
	Development timeframe:	0-5 years		
	Planning designations:	None		
Relevant planning applications:	None			
	Site description:	A commuter car park (148 spaces) serving Woodside Park Station, which is locally listed. Surrounded on other sides by low-rise housing and a small private school.		
	Applicable Draft Local Plan policies:	GSS01, GSS09, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECC02, TRC01, TRC03		
	Proposed uses/ allocation (as a proportion of floorspace):	Residential with 20% re-provision of car parking.		
	Indicative residential capacity:	95		
	Justification:	The surface car park in this accessible and residential area offers potential for intensification for housing.		
				

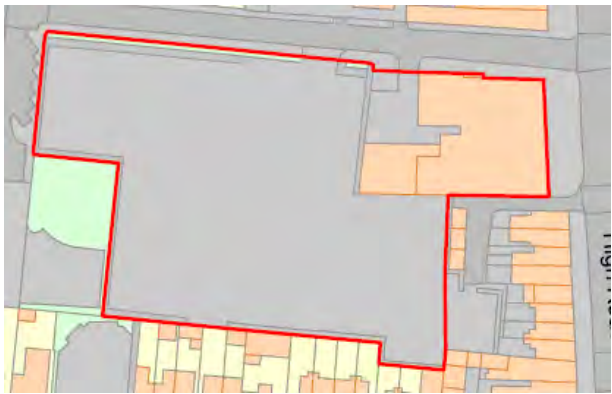
Site requirements and development guidelines:	<p>Proposed designs must avoid privacy issues with neighbouring housing and be suitable for the context of the locally listed station building and surrounding housing. The adjacent railway line operates through the night on Friday and Saturday and the effects of noise disturbance must be mitigated. Restrictions on free parking at the entrance to Woodside Grange Road should be retained - where parking is at present prohibited from 2 to 3 pm Monday-Friday – to prevent all-day commuter parking in this small area and maintain safe access for the adjoining school and others.</p> <p>Public car parking requirements should be assessed, and mitigation provided to encourage the use of public transport and active modes.</p>
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Site No. 56	Woodside Park Station West (Existing Transport Infrastructure)		
Site Address:	Station Approach, Woodside Park, N12 8RT		
	Ward:	Totteridge	
	PTAL 2019:	3	
	PTAL 2031:	4	
	Site Size:	1.37 ha	
	Ownership:	Public (TfL)	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Undeveloped land adjacent to railway corridor	
	Development timeframe:	0-5 years (southern part); 6-10 years (northern part)	
	Planning designations:	None	
Relevant planning applications:	19/1809/FUL (refused) 86 flats; 19/4293/FUL (approved) 86 flats.		
	Site description:	The site is a corridor of undeveloped land next to the Northern Line railway and Woodside Park Station which is overgrown and partially wooded. To the west are a mix of houses and residential blocks of up to four storeys.	
	Applicable Draft Local Plan policies:	GSS01, GSS09, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECC02, ECC06, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	Residential	




	Indicative residential capacity:	356
	Justification:	The unused areas of land in this accessible and residential area offers potential for intensification for housing.
Site requirements and development guidelines:	<p>Design considerations must avoid privacy issues with neighbouring housing and mitigate noise impact from the adjacent railway line. The location and elongated shape of the site may pose issues with access. The impact of the loss of trees and other vegetation must be mitigated. The council has granted planning permission for the redevelopment of the southern part of the site (ref: 19/4293/FUL). Land to the north of Station Approach is a longer- term development opportunity, dependant on provision of satisfactory access for pedestrians, cyclists and vehicles. This may require significant redesign of one of the station entrances to the western side of the bridge link at the station. Access is narrow and relatively isolated and dark at night, raising issues of security that must be considered and addressed through drawing on the principles of 'Secured by Design'. Noise mitigation must be provided with regards to the adjacent Northern Line which runs through the night on Friday and Saturday.</p> <p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application.</p>	

Site No. 57	309-319 Ballards Lane (North Finchley Town Centre)		
Site Address:	309-319 Ballards Lane, North Finchley, N12 8LY		
	Ward:	West Finchley	
	PTAL 2019:	3	
	PTAL 2031:	4	
	Site Size:	0.40 ha	
	Ownership:	Private	
	Site source:	North Finchley SPD	
	Context type:	Central	
	Existing or most recent site use/s:	Retail and office	
	Development timeframe:	6-10 years	
	Planning designations:	Town Centre	
Relevant planning applications:	None		
			

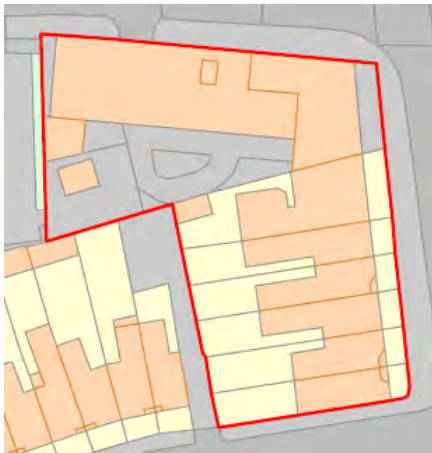
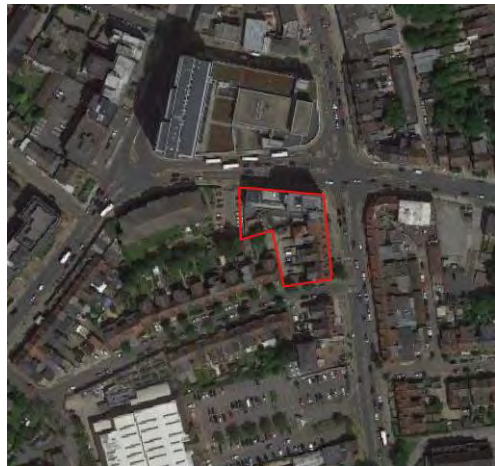
	Site description: The site is within North Finchley Town Centre and fronts onto Ballards Lane. The 4-5 storey buildings are set back from the highway boundary with car parking to the front and rear and are largely in office use. Opposite is the Tally Ho Triangle site, which includes the Arts Depot and to 11 storey residential building. The West Finchley and Woodside Park stations are within 1km.
	Applicable Draft Local Plan policies: GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03
	Proposed uses/ allocation (as a proportion of floorspace): 80% residential floorspace with 20% commercial and community uses
	Indicative residential capacity: 130
	Justification: This accessible town centre site was identified for intensification in the North Finchley SPD
Site requirements and development guidelines: Proposals should include town centre uses of retail, office and community, with residential above. The accessible location and surrounding townscape underpin a relatively high density of redevelopment, while being sensitive to the adjacent United Services Club and Finchley War Memorial, as well as the low-rise residential properties to the rear. Refer to the North Finchley SPD for further guidance. Proposals must take into consideration that that a critical Thames Water trunk sewer runs through or close to this site.	


Site No. 58	811 High Rd & Lodge Lane car park (North Finchley Town Centre)	
Site Address:	811 High Rd & Lodge Lane, North Finchley, N12 8JT	
	Ward:	West Finchley
	PTAL 2019:	4
	PTAL 2031:	4
	Site Size:	0.73 ha
	Ownership:	Mixed Council and private
	Site source:	North Finchley SPD
	Context type:	Urban
	Existing or most recent site use/s:	Public car park retail and office
	Development timeframe:	0-5 years
	Planning designations:	Town Centre

	<p>Relevant planning applications:</p>	<p>None</p>	
	<p>Site description:</p>	<p>The site is within North Finchley Town Centre and includes a Primary Shopping Frontage. To the front is a 3-storey 1960s building with retail and office use, while to the rear is a large Council-owned public car park (232 spaces). Surrounding 2-3 storey high street buildings include town centre uses. Beyond the rear of the site is a primary school with outdoor sports areas and 2-3 storey housing, including the locally listed 45-53 Lodge Lane terrace. Woodside Park Station is within 600m.</p>	
<p>Applicable Draft Local Plan policies:</p>	<p>GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03</p>		
<p>Proposed uses/ allocation (as a proportion of floorspace):</p>	<p>70% residential floorspace with 30% commercial town centre uses and replacement public car parking</p>		
<p>Indicative residential capacity:</p>	<p>132</p>		
<p>Justification:</p>	<p>This accessible town centre site was identified for intensification in the North Finchley SPD</p>		
<p>Site requirements and development guidelines:</p>	<p>Proposals should include town centre uses such as retail and office, with residential above. The accessible location and surrounding townscape can underpin a relatively high density of redevelopment, although proposals must be sensitive to the context. Public car parking loss must be assessed and re-provided as required. Further guidance is provided by the North Finchley Town Centre SPD.</p>		




Site No. 59	Central House (Finchley Central Town Centre)			
Site Address:	1 Ballards Lane, Finchley N3 1UX			
	Ward:	West Finchley		
	PTAL 2019:	5		
	PTAL 2031:	6		
	Site Size:	0.15 ha		
	Ownership:	Private		
	Site source:	Call for sites, Finchley Church End Town Centre Strategy		
	Context type:	Central		
	Existing or most recent site use/s:	Retail and office		
Development timeframe:	0-5 years			
Planning designations:	Town Centre; Archaeological Priority Area			
Relevant planning applications:	16/3722/PNO (approved) conversion to 42 flats.			
	Site description:	The site is a nine-storey office building within Finchley Central Town Centre with a Primary Frontage along Ballard's Lane. Surrounding buildings are largely retail and office and not more than 3-storeys. The site is close to Finchley Central Station.		
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03		
	Proposed uses/ allocation (as a proportion of floorspace):	80% residential with 20% commercial uses floorspace.		
	Indicative residential capacity:	48		
	Justification:	This highly accessible town centre location is identified in the Finchley Church End and Town Centre Strategy		
				

Site requirements and development guidelines:	High public transport accessibility and access to town centre services support a relatively high density of development. An attractive, active frontage with town centre uses should be provided on the ground floor. Prior approval (16/3722/PNO) was granted for 48 units. The site is within an Archaeological Priority Area and proposals must be subject to an archaeological assessment. For further information refer to the Finchley Church End Town Centre Strategy.
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Site No. 60	Finchley House (key site 3) (North Finchley Town Centre)		
Site Address:	High Road & Kingsway North Finchley N12 0BT		
	Ward:	West Finchley	
	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	0.62 ha	
	Ownership:	Private	
	Site source:	North Finchley SPD	
	Context type:	Central	
	Existing or most recent site use/s:	Offices and residential	
	Development timeframe:	0-5 years	
	Planning designations:	Town Centre	
Relevant planning applications:	17/6746/PNO (approved) conversion to 63 residential units; 18/0782/FUL (2 storey extension for 9 residential units)		
	Site description:	A corner site within North Finchley Town Centre. A 9-storey 1970s office building fronts onto the Kingsway, while the frontage onto the Great North Road is a terrace of Victorian 2-storey buildings in office and residential use. The Tally Ho Triangle is opposite, which includes the Arts Depot and 11-storey residential. To the rear is 2-3 storey housing. West Finchley and Woodside Park Stations are within 1km.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECV01, ECV02, ECV03, ECC02, TRC01, TRC03	
			


	Proposed uses/ allocation (as a proportion of floorspace):	80% residential floorspace with 20% community and community use floorspace
	Indicative residential capacity:	202
	Justification:	This accessible town centre site was identified for intensification in the North Finchley SPD
Site requirements and development guidelines:	Proposals should include town centre uses of retail, office and community, with residential above. The ground floor frontage should accommodate active town centre uses and be designed to create a pedestrian-friendly environment. The high accessibility to public transport and local services would support a relatively high density of redevelopment. Design must be sensitive to surrounding low-rise residential properties. For further guidance refer to the North Finchley SPD.	

Site No. 61	Tally Ho Triangle (key site 1) (North Finchley Town Centre)		
Site Address:	High Rd, Ballard's Lane & Kingsway, North Finchley, N12 0GA/ OGP		
	Ward:	West Finchley	
	PTAL 2019:	4	
	PTAL 2031:	4	
	Site Size:	0.99 ha	
	Ownership:	mixed Council/ private	
	Site source:	North Finchley SPD	
	Context type:	Central	
	Existing or most recent site use/s:	Retail, office, arts centre, bus station, public car parking, residential and community facilities	
	Development timeframe:	6-10 years	




	<p>Planning designations:</p>	<p>Town Centre</p>	
<p>Relevant planning applications:</p>	<p>None</p>		
	<p>Site description:</p>	<p>The site is within North Finchley Town Centre. Nether Street splits the site, with the northern segment mostly in retail and office use within buildings of 3-4 storeys. The southern segment includes an arts centre, bus station, public car parking, and office and retail uses, with building heights from 3/4 storeys to a tower of 11 storeys of residential. The site is surrounded by main roads and town centre uses. Adjacent to the north is the locally listed Tally Ho public house. The West Finchley and Woodside Park Stations are within 1km.</p>	
	<p>Applicable Draft Local Plan policies:</p>	<p>GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, EGY01, EGY02, EGY03, ECC02, TRC01, TRC03</p>	
	<p>Proposed uses/ allocation (as a proportion of floorspace):</p>	<p>70% residential floorspace with 30% commercial (office and retail), community leisure, transport and public car parking</p>	
	<p>Indicative residential capacity:</p>	<p>281</p>	
	<p>Justification:</p>	<p>This accessible town centre site was identified for intensification in the North Finchley SPD</p>	

Site requirements and development guidelines:	<p>The accessible location and townscape context support a high density of redevelopment. Town centre uses must be retained with ground floor frontages accommodating active uses. The northern segment of the site could increase its offering of uses such as cafes, restaurants and retail at ground level, with employment and residential above. Taller buildings should be focused on the southern part of the site. Public car parking requirements must be assessed, and mitigation provided to encourage the use of public transport and active transport modes. For further guidance refer to the North Finchley Town Centre SPD.</p> <p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application.</p>
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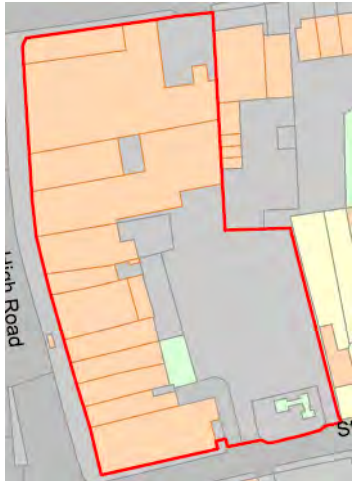


Site No. 62	Tesco Finchley (Finchley Central Town Centre)		
Site Address:	21-29 Ballard's Lane, Finchley, N3 1XP		
	Ward:	West Finchley	
	PTAL 2019:	4	
	PTAL 2031:	5	
	Site Size:	0.85 ha	
	Ownership:	Private	
	Site source:	Finchley Church End Town Centre Strategy	
	Context type:	Urban	
	Existing or most recent site use/s:	Supermarket with associated car parking and office uses	
	Development timeframe:	0-5 years	
	Planning designations:	Town Centre; Archaeological Priority Area	
Relevant planning applications:	None		
			
	Site description:	<p>A modern 3-storey building with a large supermarket on the ground floor and offices on the upper floors, with associated car parking to the rear. The street separating the main building from the car park is within the curtilage. The site is within Finchley Central Town Centre and has a Primary Frontage along Ballard's Lane. Surrounding buildings are largely retail and office and not more than 3-storeys. The site is close to Finchley Central Station.</p>	

	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	75% residential floorspace with 25% commercial town centre uses and car parking	
	Indicative residential capacity:	170	
	Justification:	The town centre location is highly accessible by public transport and can be intensified to deliver town centre and residential uses.	
Site requirements and development guidelines:	<p>High accessibility to public transport and local services, and the tall buildings location, mean this site should support a relatively high density of development, while being mindful of the surrounding context, including low-rise residential properties to the north. An attractive, active frontage with town centre uses should be provided on the ground floor. Car parking requirements should be assessed, and mitigation provided to encourage the use of public transport and active transport modes. The site is within an Archaeological Priority Area and must be subject to an archaeological assessment. For further information refer to the Finchley Church End Town Centre Strategy.</p> <p>The wastewater network capacity in this area may be unable to support the demand anticipated from this development. Where there is a potential wastewater network capacity constraint, the developer should liaise with Thames Water to determine whether a detailed drainage strategy informing what infrastructure is required. The detailed drainage strategy should be submitted with the planning application.</p>		



Site No. 63	Philex House (Major Thoroughfare)		
Site Address:	110-124 West Hendon Broadway, West Hendon, NW9 7DW		
	Ward:	West Hendon	
	PTAL 2019:	3	
	PTAL 2031:	3	
	Site Size:	0.28 ha	
	Ownership:	Private	
	Site source:	Unimplemented 2006 UDP proposal	
	Context type:	Urban	


	<table border="1"> <tr> <td>Existing or most recent site use/s:</td> <td>Office</td> </tr> <tr> <td>Development timeframe:</td> <td>0-5 years</td> </tr> <tr> <td>Planning designations:</td> <td>None</td> </tr> <tr> <td>Relevant planning applications:</td> <td>16/3265/PNO (approved) conversion to 22 residential units.</td> </tr> </table>	Existing or most recent site use/s:	Office	Development timeframe:	0-5 years	Planning designations:	None	Relevant planning applications:	16/3265/PNO (approved) conversion to 22 residential units.								
Existing or most recent site use/s:	Office																
Development timeframe:	0-5 years																
Planning designations:	None																
Relevant planning applications:	16/3265/PNO (approved) conversion to 22 residential units.																
	<table border="1"> <tr> <td>Site description:</td> <td colspan="2">A disused office building on West Hendon Broadway/ A5. The building is set back and elevated from the street, with a driveway/ parking surrounding the building. The 3-storey building is of a Modernist style, however, it is not listed. A mobile phone mast is on the roof. The site backs onto the Midland Railway, with the M1 immediately beyond. To the south are light industrial uses, with terraced housing to the north. Opposite are light industrial units and new residential blocks. Numerous bus routes run along the A5.</td> </tr> <tr> <td>Applicable Draft Local Plan policies:</td> <td colspan="2">GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, CHW01, CHW02, ECC02, TRC01, TRC03</td> </tr> <tr> <td>Proposed uses/ allocation (as a proportion of floorspace):</td> <td colspan="2">Residential</td> </tr> <tr> <td>Indicative residential capacity:</td> <td colspan="2">48</td> </tr> <tr> <td>Justification:</td> <td colspan="2">The derelict site can be brought back into use and intensified to deliver housing.</td> </tr> </table>		Site description:	A disused office building on West Hendon Broadway/ A5. The building is set back and elevated from the street, with a driveway/ parking surrounding the building. The 3-storey building is of a Modernist style, however, it is not listed. A mobile phone mast is on the roof. The site backs onto the Midland Railway, with the M1 immediately beyond. To the south are light industrial uses, with terraced housing to the north. Opposite are light industrial units and new residential blocks. Numerous bus routes run along the A5.		Applicable Draft Local Plan policies:	GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, CHW01, CHW02, ECC02, TRC01, TRC03		Proposed uses/ allocation (as a proportion of floorspace):	Residential		Indicative residential capacity:	48		Justification:	The derelict site can be brought back into use and intensified to deliver housing.	
Site description:	A disused office building on West Hendon Broadway/ A5. The building is set back and elevated from the street, with a driveway/ parking surrounding the building. The 3-storey building is of a Modernist style, however, it is not listed. A mobile phone mast is on the roof. The site backs onto the Midland Railway, with the M1 immediately beyond. To the south are light industrial uses, with terraced housing to the north. Opposite are light industrial units and new residential blocks. Numerous bus routes run along the A5.																
Applicable Draft Local Plan policies:	GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, CHW01, CHW02, ECC02, TRC01, TRC03																
Proposed uses/ allocation (as a proportion of floorspace):	Residential																
Indicative residential capacity:	48																
Justification:	The derelict site can be brought back into use and intensified to deliver housing.																
<p>Site requirements and development guidelines:</p>	<p>The site is suitable for residential redevelopment. Under 16/3265/PNO prior approval was granted for 22 units. Proposals must mitigate the air pollution and noise from surrounding major roads and railway. Preferably the current building with its architectural features should be preserved, with new development of a consistent style. The site lies on the possible route of Watling Street, a Roman Road, and should be subject to an archaeological assessment.</p>																



<p>Site No. 64</p>	<p>744-776 High Rd (North Finchley Town Centre)</p>
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Site Address:		744-776 High Rd, North Finchley, N12 9QG		
	Ward:	Woodhouse		
	PTAL 2019:	4		
	PTAL 2031:	4		
	Site Size:	0.54 ha		
	Ownership:	Mixed Council and private		
	Site source:	North Finchley SPD		
	Context type:	Central		
	Existing or most recent site use/s:	Retail, restaurants, residential and public car park		
	Development timeframe:	6-10 years		
	Planning designations:	Town Centre		
Relevant planning applications:	None			
		Site description:	The site is central to North Finchley Town Centre and includes Primary Shopping Frontage. The buildings are mostly 3-storeys ranging in age and style from late Victorian to 1950s. A small public car park is at the rear of the site. The context is of largely similar town centre uses and building types. To the rear of the site is a mix of office uses and 2-3 storey housing. Woodside Park Station is within approximately 800m.	
		Applicable Draft Local Plan policies:	GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03	
		Proposed uses/ allocation (as a proportion of floorspace):	80% residential floorspace with 20% commercial town centre uses	
		Indicative residential capacity:	175	
		Justification:	This accessible town centre site was identified for intensification in the North Finchley SPD	

Site requirements and development guidelines:	Proposals should include active ground floor frontages with town centre commercial uses, with residential above. The accessible location and surrounding townscape underpin a relatively high density of redevelopment, while proposals must be sensitive to the context of adjacent town centre buildings and residential properties. The redeveloped buildings should match the height of those retained along the High Road, with the potential for upper level residential development to be stepped back from the frontage with total building height not exceeding six storeys. Development should respond to the sensitive edges on the eastern part of the site, where heights should not exceed three storeys. The loss of public car parking must be assessed, and mitigation provided to encourage the use of public transport and active transport modes as required. For further guidance refer to the North Finchley SPD.
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Site No. 65	Barnet Mortuary (former) (Major Thoroughfare)		
Site Address:	Dolman Close Finchley N3 2EU		
	Ward:	West Finchley	
	PTAL 2019:	1B	
	PTAL 2031:	1B	
	Site Size:	0.25 ha	
	Ownership:	Council	
	Site source:	Council assets disposal programme	
	Context type:	Urban	
	Existing or most recent site use/s:	Storage	
	Development timeframe:	0-5 years	
	Planning designations:	None	
Relevant planning applications:	None		
	Site description:	A disused mortuary and grounds which is adjacent to the North Circular Road. To the north and west are low-rise semi-detached and terraced residences, while to the east are the grounds of Tudor Primary School.	
	Applicable Draft Local Plan policies:	GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, ECC06, TRC01, TRC03	
			

	Proposed uses/ allocation (as a proportion of floorspace):	Residential
	Indicative residential capacity:	20
	Justification:	The disused site lies in a residential area and can be redeveloped and intensified for residential uses.
Site requirements and development guidelines:	Development must take into consideration the effect of noise and air pollution from the adjacent North Circular Road. Building height needs to be compatible with adjoining residential development. Development should meet the requirements of GSS11 Major Thoroughfares.	

Site No. 66	East Wing (key site 4) (North Finchley Town Centre)		
Site Address:	672-708 High Rd North Finchley N12 9PT/ 9QL		
	Ward:	Woodhouse	
	PTAL 2019:	3	
	PTAL 2031:	4	
	Site Size:	0.44 ha	
	Ownership:	Private	
	Site source:	North Finchley SPD	
	Context type:	Central	
	Existing or most recent site use/s:	Retail, office and residential	
	Development timeframe:	6-10 years	
	Planning designations:	Town Centre Local listing	
Relevant planning applications:	15/06414/FUL (approved) conversion to 21 flats		
			

	Site description:	The site is within the North Finchley Town Centre and includes Primary Shopping Frontage. The buildings are mostly 3-storeys ranging from late Victorian to 1960s, with retail and office uses on ground floor and residential above. Opposite is the Tally Ho Triangle site, which includes the Arts Depot and 11-storey residential building. Office uses and 2-3 storey housing adjoin to the rear. West Finchley and Woodside Park stations are within 1km.	
	Applicable Draft Local Plan policies:	GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, TRC01, TRC03	
	Proposed uses/ allocation (as a proportion of floorspace):	70% residential floorspace with 30% town centre commercial and cultural uses	
	Indicative residential capacity:	125	
	Justification:	This accessible town centre site was identified for intensification in the North Finchley SPD.	
Site requirements and development guidelines:	Proposals should include an active ground floor frontage with town centre commercial uses such as retail and office space, with residential above. The accessible location and town centre context underpin a relatively high density. The curved Sea Rock facade at the junction of the High Road and Woodhouse Road is on the Local List and should be retained as a local landmark. Development should be sensitive to and consistent with the existing and retained buildings, with height on the High Road matching the height of the retained buildings as a guide. Where floors above this level are added, these need to be set back from the building line. Heights of up to six storeys may be appropriate in the south-eastern corner of the site, if set back from the existing High Road building line. For further guidance refer to the North Finchley Town Centre SPD. Proposals must take into consideration that that a critical Thames Water trunk sewer runs through or close to this site.		

Site No. 67	Great North Leisure Park (Major Thoroughfare)		
Site Address:	High Rd, Friern Barnet, N12 0GL		
	Ward:	Woodhouse	
	PTAL 2019:	1B	
	PTAL 2031:	2	
	Site Size:	3.45 ha	
	Ownership:	Mixed	
	Site source:	Call for sites	
	Context type:	Urban	
	Existing or most recent site use/s:	Cinema, bowling, leisure/ sports centre with lido, restaurants and extensive car parking	

	<p>Development timeframe: 6-10 years</p> <p>Planning designations: None</p> <p>Relevant planning applications: None</p>		
	<p>Site description: This is an out-of-town-centre, car-centric leisure park. This site includes a cinema, bowling alley and ancillary restaurants with extensive car parking, as well as Finchley Lido Leisure Centre. It is close to a major junction of the Great North Road and North Circular Road (A406) and is adjacent to Metropolitan Open Land, a Local Nature Reserve and Site of Importance for Nature Conservation.</p>		
<p>Applicable Draft Local Plan policies:</p>	<p>GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW01 CHW02, ECC05, ECC06, TRC01, TRC03</p>		
<p>Proposed uses/ allocation (as a proportion of floorspace):</p>	<p>60% residential floorspace with 40% commercial, leisure and community uses</p>		
<p>Indicative residential capacity:</p>	<p>352</p>		
<p>Justification:</p>	<p>The low density nature of the existing site, including large areas of surface parking, provide an opportunity for intensification that includes residential as well as existing leisure uses.</p>		
<p>Site requirements and development guidelines:</p>	<p>There is potential for comprehensive or infill residential development utilising space released by existing surface car parking, allowing better integration into the surrounding residential environment for more efficient and sustainable use of space. There should be no additional floorspace of leisure and commercial floorspace in use for restaurants and cafes and sui generis take away uses, which should be located in town centres. Proposals must reflect the context of a major thoroughfare and respond to the adjacent MOL. Further masterplanning will be required in the event of comprehensive redevelopment. Due to the low PTAL, proposals should include measures that contribute towards modal shift away from private car use to more sustainable means of transport.</p>		

References

- ¹ ONS mid-2018 population estimate
- ² 2011 Census – Method of travel to work (local authorities England and Wales)
- ³ 2011 Census
- ⁴ West London SHMA
- ⁵ Annual Regeneration Report 2018/19
- ⁶ Barnet's Employment Land Review
- ⁷ This SPD will replace two existing SPDs on Residential Design Guidance and Sustainable Design and Construction
- ⁸ Planning permission will no longer be required to move between retail, professional services, restaurants/cafes, offices (including research and development facilities and light industrial uses), clinics, health centres, creches, day nurseries, day centres, gyms, and most indoor recreation facilities. Previously these were all separate use classes but now all fall within the new Class E.
- ⁹ Better homes for local people, Mayor of London, 2018
- ¹⁰ <https://www.gov.uk/government/publications/coronavirus-covid-19-maintaining-educational-provision/guidance-for-schools-colleges-and-local-authorities-on-maintaining-educational-provision>
- ¹¹ <https://www.barnet.gov.uk/planning-and-building/planning-policies/local-plan-review/authorities-monitoring-report>
- ¹² London Plan Table 3.1 – Minimum space standards for new dwellings
- ¹³ Barnet's Employment Land Survey highlights the number of microbusinesses operating from residential premises
- ¹⁴ <https://www.barnet.gov.uk/planning-and-building/planning-policies-and-local-plan/employment-use-residential-use-article-4>
- ¹⁵ Barnet SHMA 2018 – Figure 35
- ¹⁶ Barnet SHMA 2018 Figure 36
- ¹⁷ Barnet Residential Conversions Study 2019
- ¹⁸ London Plan Table 3.1 – Minimum space standards for new dwellings
- ¹⁹ House of Commons, Communities and Local Government Committee -Housing for older People – 2nd Report, February 2018

²⁰ Barnet SHMA 2018 Figure 44

²¹ As at November 2019 there were 80 entries on Barnet's Self-Build Register. This compares with an Objectively Assessed Need of 3,060 new homes per annum.

²² "Dirty" storage should be secure, sheltered and adequately lit with convenient access to the street. Further guidance is set out in the Residential Design Guidance SPD section 11.5.

²³ The Agent of Change principle (London Plan Policy D13) aims to protect the existing uses and prevent impacts on business operations in planning terms

²⁴ A major residential proposal involves 10 or more residential units

²⁵ This SPD will replace two existing SPDs on Residential Design Guidance and Sustainable Design and Construction

²⁶ Historic England Advice Note 4 - 2015

²⁷ Subject to production of joint area planning framework with LB Enfield, LB Haringey and Mayor of London

²⁸ Subject to the enactment of the environment bill

²⁹ Records for heritage assets are collated and presented in the Historic Environment Records. The Council will update evidence on the Borough's historic environment to aid understanding, and appropriate promotion and protection

³⁰ Applications to demolish a listed building in whole or in part will be notified to the National Amenity Societies in accordance with the Arrangements for Handling Heritage Applications – Notification to Historic England and National Amenity Societies and the Secretary of State (England) Direction 2015)

³¹ Planning Practice Guidance ID-53-006-20170728

³² Barnet Hot Food Takeaways Review 2018

³³ Barnet Shisha Bars Report 2016

³⁴ This should be at least two units which are neither a hot food takeaway use nor a Sui Generis use as specified in (b).

³⁵ Chipping Barnet, Cricklewood, North Finchley and Whetstone are identified in the London Plan as town centres where the night time economy is of more than local significance.

³⁶ Cemetery Research Group – An audit of London Burial Provision, March 2011.

³⁷ <https://www.barnet.gov.uk/planning-and-building/planning-policies-and-local-plan/employment-use-residential-use-article-4>

³⁸ An employment led development is one where the employment generating (as defined by ECY01) floorspace is greater in proportion to the other uses proposed on the site,

³⁹ Valuation Office Agency Statistical Release 8 December 2016: Non-domestic rating: Business Floorspace England and Wales: Table FS3.3: Office sector - total floorspace¹, by administrative area, data to 31 March 2016.

⁴⁰ <https://www.barnet.gov.uk/planning-and-building/planning-policies-and-local-plan/employment-use-residential-use-article-4>

⁴¹ a use that is solely employment generating use for the equivalent of 2FTE and does not invoke the Agent of Change Principle.

⁴² Barnet 2024- Corporate Plan 2019 -2024

⁴³ London Plan Figure 9.3

⁴⁴ The Energy Hierarchy is set out in London Plan Policy 5.2 Minimising Carbon Dioxide Emissions.

⁴⁵ BRE Housing Stock Model Update for Barnet 2009

⁴⁶ [GLA London Building Stock Model](#)

⁴⁷ [London Energy and Greenhouse Gas Inventory \(LEGGI\) - London Datastore](#) (2018 data most recent at time of writing).

⁴⁸ https://www.london.gov.uk/sites/default/files/london_environment_strategy_0.pdf

⁴⁹ [Air quality appraisal: damage cost guidance - GOV.UK \(www.gov.uk\)](#)

⁵⁰ Environmental Permitting is required for uses which could have an impact on the environment and human health. For example certain manufacturing or waste activities or uses which discharge into a river or underground water supply. Depending on the operation either the Environment Agency or Local authority provide the regulation. More guidance is available here: <https://www.gov.uk/topic/environmental-management/environmental-permits> and the legislation is available here: <http://www.legislation.gov.uk/ukxi/2010/675/contents/made>

⁵¹ Annual Exceedance Probability

⁵² Risk of Flooding from Surface Water

⁵³ Residential development over 200 units or a site of 4 hectares or more. Non residential development over 10,000 m²

⁵⁴ Inappropriate development can be defined using Table 2 in the Technical guidance to the National Planning Policy Framework which sets out the flood risk vulnerability classification for various types of land uses

⁵⁵ Table 1 in the Technical guidance to the National Planning Policy Framework sets out the Flood Zones and the appropriate uses (also see table 2) for those zones. The Environment Agency Flood Map identifies the flood zones <http://www.environment-agency.gov.uk/homeandleisure/floods/default.aspx>

⁵⁶ The Surface Water Management Plan for Barnet also needs to be considered and it identifies areas more prone to surface water flooding. It will be informed by the Preliminary Flood Risk Assessment <http://publications.environment-agency.gov.uk/PDF/FLHO1211BVNP-E-E.pdf>

⁵⁷ All potential surface water flooding should be considered and Critical Drainage Areas (CDA) are particular areas of concern for surface water flooding. Barnet Surface Water Management Plan identifies CDA.

⁵⁹ Excluding and allowance of 5 litres or less per head per day for external water use (as set out in the 'optional' Requirement G2 of Schedule 1 to the Building Regulations 2010).

⁶⁰ <http://www.londongardensonline.org.uk/>

⁶¹ <https://www.barnetalotments.org.uk/apply/>

⁶² *The Climate Change Adaption Manual 2nd Edition (Natural England and the RSBP 2020*

⁶³ [Green infrastructure maps and tools | London City Hall](#)

⁶⁴ https://greenerjourneys.com/wp-content/uploads/2016/06/TTBusReport_Digital.pdf

⁶⁵ Mayor's Transport Strategy, GLA 2018

⁶⁶ Sustainable Transport Strategy – London Strategy, Journeys originating in Barnet – modes of transport 14/15-16/17

⁶⁷ <http://content.tfl.gov.uk/ulez-boundary-map-from-25-october-2021.pdf>

⁶⁸ Department of Transport – Road Casualties by Severity - London Datastore

⁶⁹ London Plan – Table 10.2 – Minimum cycle parking standards

⁷⁰ London Plan – Figure 10.2 – Area where higher minimum cycle parking standards apply

⁷¹ London Plan - Figure 9.5 – Broadband speed 2016

⁷² The government set out in the Planning White Paper in summer 2020 that it intended to reform s106 and the Community Infrastructure Levy. The 2021 Queen Speech included reference to a new Planning Bill which includes “Replacing the existing systems for funding affordable housing and infrastructure from development with a new more predictable and more transparent levy”. At the time of writing, there is limited information available about how the new levy will work in practice and when it would be introduced.