

CHIPPING BARNET RESIDENTS FORUM

WEDNESDAY 4TH MARCH, 2020

AT 7.00 PM

CHIPPING BARNET LIBRARY - 3 STAPYLTON ROAD, BARNET, EN5 4QT.

Chairman: Councillor Lisa Rutter (Chairman),

Vice Chairman: Councillor Felix Byers (Vice-Chairman)

Governance Services contact: 020 8359 6146

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CHIPPING BARNET RESIDENTS FORUM
Chipping Barnet Library 3 Stapylton Rd, Barnet EN5 4QT
4th March 2020 – 7.00 PM

Chairman: Councillor Lisa Rutter
Vice Chairman: Councillor Felix Byers

ISSUES TO BE CONSIDERED AT THE FORUM MEETING

Items must be submitted to Governance Service (ChippingBarnet.ResidentsForum@Barnet.gov.uk). Issues must be received by the Governance Service by 10am on the fifth working day prior to the meeting for the item to be discussed at the Forum. Completed petitions must be received seven working days before the meeting.

	Issue Raised	Response
1.	<p>Title: Shortcuts on Alston Road</p> <p>Resident: Dr Chris Nightingale (Representing SPACES)</p> <p>Ward: High Barnet</p> <p>Issue: Alston Road and its side streets are affected by traffic taking a shortcut from both the St Albans Road and the Wood Street approaches to Barnet High Street in order to save time. The shortcut is used in both directions and is noted for (1) ‘angry congestion’ where widths of Alston Road allow only one direction of traffic and (2) inappropriate speeds where gaps in the Alston Road traffic flow open up.</p> <p>Although peak traffic volume for this shortcut is most easily seen in weekday rush hours, it can occur at any time including Sundays. When</p>	<p>Traffic surveys were undertaken in Alston Road in May 2018 in response to a Chipping Barnet Residents Forum and Area Committee enquiry regarding speeds.</p> <p>These surveys also provides data about volume.</p> <p>Surveys were undertaken at two sites; one between Puller Road and Carnarvon Road (understood to be site 1 below*) and one between Lucan Road and Falkland Road (site 2).</p> <p>(* Labels differentiating the two sites are missing from the file).</p>

AGENDA ITEM 1

Issue Raised	Response																																							
<p>St Albans Road congestion backs up as far as Wrotham Road, short cutters will take the Wrotham Road to Falkland Road route and residents have noted the excess uphill speeds used to access Alston Road. As delivery traffic for Alston Road (Falkland Road entrance) uses the reverse direction on Falkland Road, further 'angry congestion' can take place.</p> <p>We ask the Council to perform a traffic survey to gather data on traffic movements along Alston Road so that a plan can be formulated for it to be returned to being a normal residential road rather than a route used by through-traffic.</p>	<table border="1" data-bbox="1077 215 2148 863"> <thead> <tr> <th></th> <th>weekday 24 hour average</th> <th>average weekday peak hour</th> <th>Sat 24 hour</th> <th>Sun 24 hour</th> </tr> </thead> <tbody> <tr> <td>Site 1 northbound</td> <td>2064</td> <td>245 (15:45-16:45)</td> <td>1560</td> <td>1275</td> </tr> <tr> <td>Site 1 southbound</td> <td>1242</td> <td>175 (07:30-08:30)</td> <td>873</td> <td>728</td> </tr> <tr> <td>Site 1 combined</td> <td>3306</td> <td>338 (16:45-17:45)</td> <td>2379</td> <td>2003</td> </tr> <tr> <td>Site 2 northbound</td> <td>1565</td> <td>200 (15:45-16:45)</td> <td>1113</td> <td>961</td> </tr> <tr> <td>Site 2 southbound</td> <td>1297</td> <td>182 (07:30-08:30)</td> <td>911</td> <td>794</td> </tr> <tr> <td>Site 2 combined</td> <td>2862</td> <td>319 (07:45-08:45)</td> <td>2024</td> <td>1755</td> </tr> </tbody> </table> <p>Peak hour traffic levels of less than 350 vehicles per hour are certainly not exceptional in a residential area, especially in an area such as this where there are a number of roads and premises that are only accessible from Alston Road.</p> <p>A significant proportion of the traffic is likely to be accessing properties, schools or businesses in the immediate area.</p>						weekday 24 hour average	average weekday peak hour	Sat 24 hour	Sun 24 hour	Site 1 northbound	2064	245 (15:45-16:45)	1560	1275	Site 1 southbound	1242	175 (07:30-08:30)	873	728	Site 1 combined	3306	338 (16:45-17:45)	2379	2003	Site 2 northbound	1565	200 (15:45-16:45)	1113	961	Site 2 southbound	1297	182 (07:30-08:30)	911	794	Site 2 combined	2862	319 (07:45-08:45)	2024	1755
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<p>2. Title: Grass Roundabout – Woodfield Drive/Uplands Road</p> <p>Resident: Mr Rob White (Representing East Barnet Residents' Association)</p> <p>Ward: Brunswick Park</p>	<p>The roundabout is not a pedestrian crossing point, as such this is not something that should be encouraged.</p> <p>LB Barnet Highways Officers undertake a yearly cyclical inspection of Woodfield Drive, where all defects including kerbstones are raised for repair.</p> <p>Highways Officers have arranged for the grass verge to be assessed, pending any</p>																																							

Issue Raised	Response
<p>Issue: Large vehicles frequently drive across the grass roundabout at the junction of Woodfield Drive and Uplands Road. This is dangerous for pedestrians crossing the road via the roundabout. The dislodged kerbstones and deep ruts in the grass are unsightly and trip hazards.</p> <p>Please install metal bollards to encourage vehicles drivers to stay on the road.</p>	<p>repairs, once the weather improves.</p>

Contact: Governance Service, Assurance Group, London Borough of Barnet, London Borough of Barnet, 2 Bristol Avenue, Colindale NW9 4EW. Tel: 020 8359 2205, Email: chippingbarnet.residentsforum@barnet.gov.uk

Future meeting dates: *N.B Issues must be received by the Governance Service by 10am on the fifth working day prior to the meeting for the item to be discussed at the Forum. Completed petitions must be received seven working days before the meeting.*

Date of meeting	Location	Deadline Date for Issues	Deadline Date for Petitions
4 June 2020, 7pm	Chipping Barnet Library 3 Stapylton Rd, Barnet EN5 4QT	10AM, Thursday 28 th May 2020	Tuesday 26 th May 2020

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Barnet Draft Local Plan (Reg 18)

January 2020

Foreword

Barnet is London's most populous borough. Nearly 400,000 people live in Barnet. The Borough's excellent schools, vibrant town centres, vast green spaces and diverse communities all contribute to a popular 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 future needs for new homes, jobs and infrastructure is a role for the new Barnet Local Plan. This is a Plan that looks ahead to 2036.

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 at least 46,000 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 and areas where transport improvements such as the West London Orbital Line and Crossrail 2 are planned. The Plan will also respond to technological change such as electric cars and regulatory measures to reduce environmental pollution to help revitalise our major thoroughfares as places to live and work.

As part of this Local Plan process the Council will work with Barnet's residents and businesses to ensure that through new development the Borough's existing spaces are also made more socially and economically inclusive and environmentally sustainable.

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 preferred policy approach. Where there are realistic alternatives these are also set out with justification for the preferred approach, or reasons why it is considered that there are no realistic alternatives. The Council is inviting comments on whether other reasonable alternatives exist as well as the intended preferred policy option. For the next draft, the proposed submission plan, the alternative options will be removed.

Public consultation on the draft Local Plan (formally known as Reg 18) will take place from **Monday xth January 2020 to Monday xth March 2020**. Following engagement on this stage, we will publish another version of the Local Plan (known as the publication stage) prior to submitting it to a Government Planning Inspector for Independent Examination.

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

- Planning reception at 2 Bristol Avenue, Colindale, London NW9 4EW. (Monday, Wednesday and Friday, 9am– 1pm)
- local libraries (details and opening hours available at [LINK](#))
- online at [LINK](#)

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 4990

Representations about the Local Plan must be submitted by one of the methods specified above no later than 5.00pm on Monday xxth March 2020.

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Local Plan List of Policies

BARNET'S VISION & OBJECTIVES

Policy BSS01 Spatial Strategy for Barnet

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 Car Parks
 Policy GSS13 Strategic Parks and Recreation

HOUSING

Policy HOU01 Affordable Housing
 Policy HOU02 Housing Mix
 Policy HOU03 Residential Conversions
 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 Clustering of Town Centre Uses
 Policy TOW04 Night –Time Economy

COMMUNITY USES, HEALTH AND WELLBEING

Policy CHW01 Community Infrastructure
 Policy CHW02 Promoting health and wellbeing

Policy CHW04 Making Barnet a safer place
Policy CHW05 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 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

ANNEX 1 – SCHEDULE OF PROPOSALS

APPENDICES

Appendix A - List of Evidence

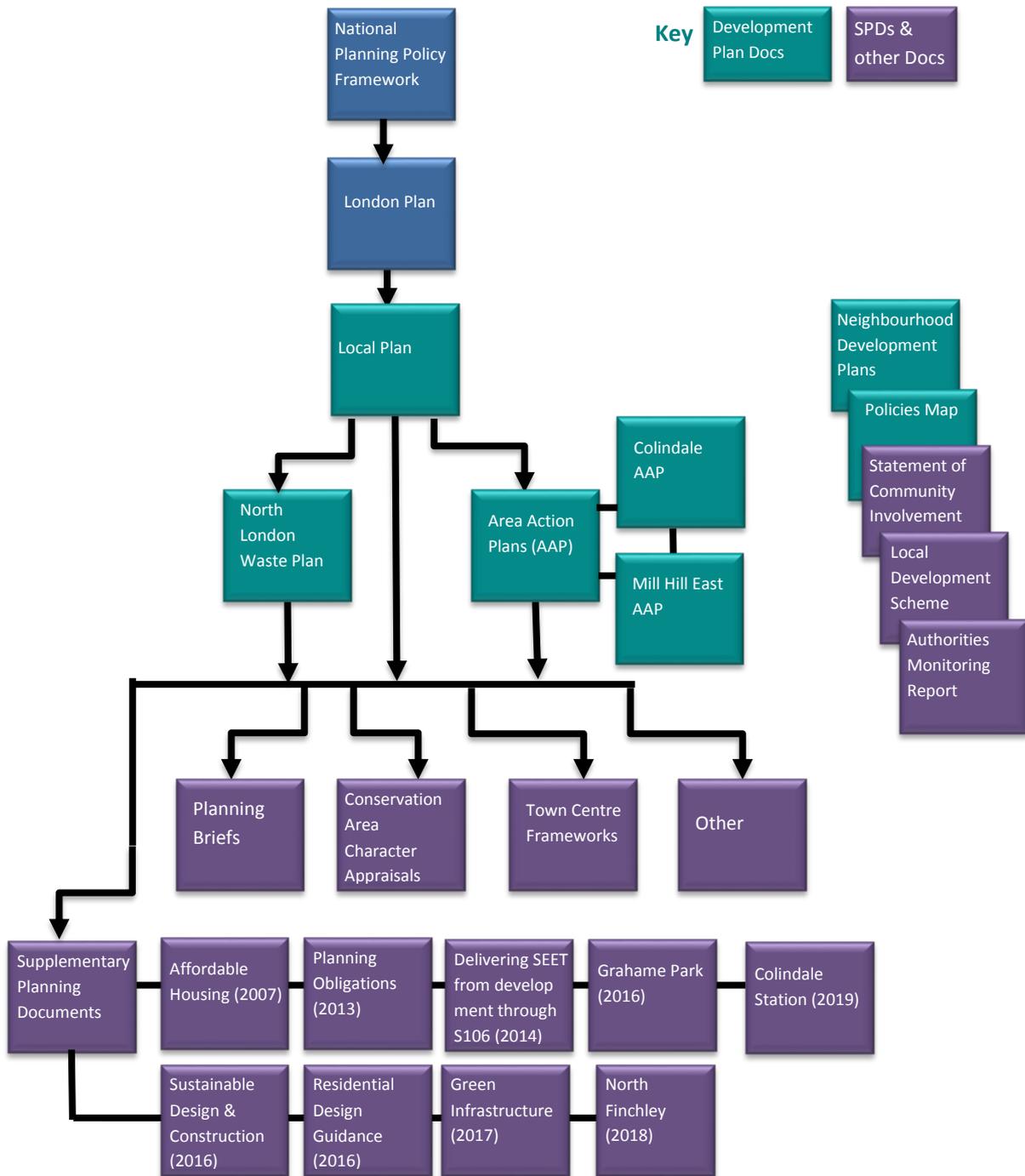
Appendix A - Glossary and Acronym Buster

1 Chapter 1 - Introduction

1.1 A New Local Plan for Barnet

- 1.1.1 The Council has started work on a new Local Plan. The existing Local Plan (comprising Core Strategy and Development Management Policies Development Plan Documents) was adopted in 2012. 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 emerging London Plan (draft 2017).
- 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.
- 1.1.4 This document is Barnet's Preferred Approach where for each individual policy the Council's preferred policy approach is set out. Where there are realistic alternatives that have been considered, these are also set out with justification for the preferred approach, or reasons why it is considered that there are no realistic alternatives. The Council is inviting comments on whether other reasonable alternatives exist as well as the intended preferred policy option. For the next draft, the proposed submission plan, the alternative options will be removed.
- 1.1.5 All representations received to this consultation will be considered by the Council. Taking account of the consultation responses and further evidence work the Council will publish (Regulation 19) a Proposed Submission Barnet Local Plan. This will be the Plan the Council will want to adopt. Table 1 shows the Local Plan Timetable.
- 1.1.6 All representations received on Barnet's Local Plan Preferred Approach will be summarised and collated within a consultation statement to support the Local Plan. Respondents will be identifiable by name. Any other personal information will be processed in accordance with the General Data Protection Regulation 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 making 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 2019/20	Autumn 2020	Winter 2020/21	Summer 2021	Winter 2021

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 Crossrail 2 and 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.
- Policies to maintain environmental quality.
- Policies to support a sustainable transport infrastructure network.

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 NPPF**

1.3.1 Barnet's Local Plan has been prepared within the context of the revised 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 both the adopted London Plan (2016) and the emerging London Plan (draft 2017), recognising that the latter is likely to be in place by the time the Barnet Local Plan is adopted. The London Plan sets Borough level housing targets and identifies locations for future growth along with strategic policies for delivering the identified growth.

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, 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.

- 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 2020/21 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 will be 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 national 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 is emerging at West Finchley. Progress on this is set out on the Council's planning webpages.

2 Chapter 2 Challenges and Opportunities

2.1 Barnet's Character

- 2.1.1 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 392,000 residents living in a successful London suburb¹. Over the plan period to 2036, Barnet's population is expected to reach 452,000.
- 2.1.2 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. Furthermore, the Council seek to maximise 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.
- 2.1.3 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.
- 2.1.4 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 potential arrival of Crossrail 2 at New Southgate could provide a catalyst for growth, which must be planned for whilst the Council recognise the consequences of delays or cancellation. 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 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.
- 2.1.5 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.

2.2 Housing

- 2.2.1 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. 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. Precision manufactured housing on long term regeneration sites may also be an appropriate option in addressing Barnet's housing needs.
- 2.2.2 An efficient housing market that offers choice and affordability has an impact on the diversity of the area. Barnet seeks to use all tools available to ensure that Borough housing needs are met, with the challenge of homes actually being built after planning permission is granted. 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.
- 2.2.3 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.

2.3 Economy and Town Centres

- 2.3.1 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. 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. By offering a unique experience and providing destinations that allow people to avail of mixed-uses, such as employment, leisure and cultural facilities or engaging public space to come together as a community, will support increased footfall and benefit to local economic prosperity.

2.3.2 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.

2.4 Environment

2.4.1 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 from proposed development.

2.4.2 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.

2.4.3 The draft 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.

2.5 Health and Wellbeing

2.5.1 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.

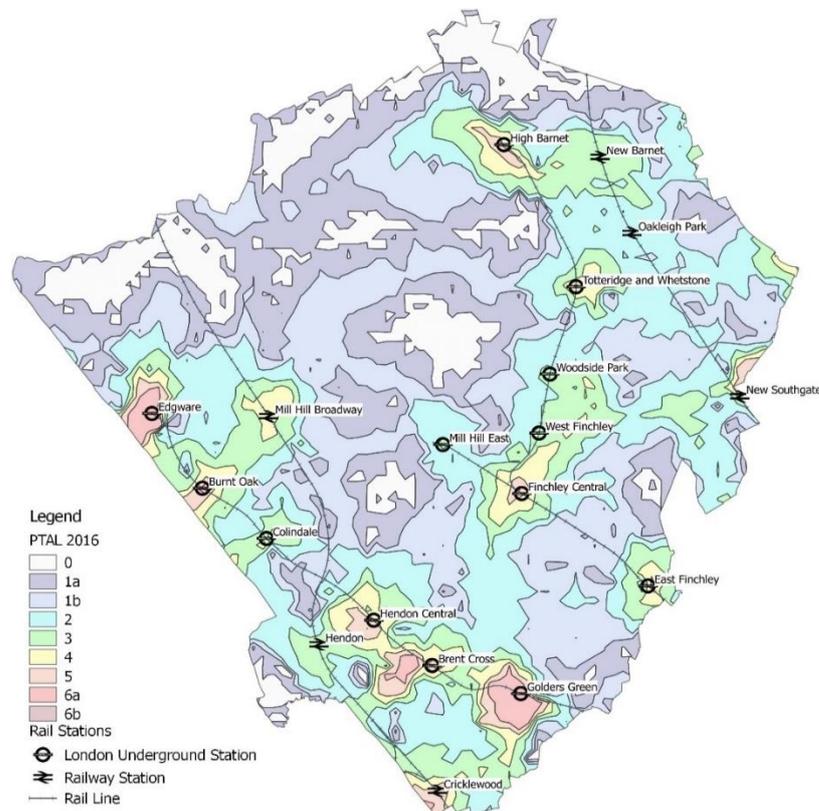
2.5.2 The Joint Strategic Needs Assessment (JSNA) provides a background to understanding the needs of the population. Whilst the Joint Health and Wellbeing Strategy sets the vision and priorities on how the Council can help create a healthy place that supports people in living healthy and happy lives 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 draft London Plan this promotes the use of public space to improve health and reduce health inequality.

2.5.3 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.

2.6 **Transport**

2.6.1 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), 2016



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- 2.6.2 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.
- 2.6.3 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.
- 2.6.4 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.

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 well planned growth can deliver.

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 green and open spaces Barnet continues to be a place where people choose to make their home.

Responsive and adaptable, Barnet's town centres 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 reach all Barnet residents, enabling them 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:

- 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 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
- To improve orbital connectivity and sustainable travel options including cycling and walking
- To enhance the distinctive character and identity of Barnet's town centres and suburbs
- To support strong and cohesive communities
- To promote healthy living and wellbeing
- To meet social infrastructure needs
- To deliver an environmentally sustainable Borough
- To improve access to, and enhance the contribution of the Green Belt, Metropolitan Open Land and other green spaces and 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 These objectives underpin the 51 policies set out in the 10 main sections of the Local Plan. The linkage between the Growth Strategy's aim of ensuring Barnet is a great place to live, work and visit, it's underlying themes and the Local Plan are set out in Table 2.

Table 2 – Linkage between Local Plan and Growth Strategy

Growth Strategy Themes	How Local Plan ensures Barnet is a great place to live, work and visit
<p>A growing borough</p> <p>A borough of thriving town centres</p> <p>A great borough to live in and visit.</p>	<p>Barnet's Vision and Objectives sets the scene for the benefits of well planned growth</p> <p>Growth and Spatial Strategy sets out where Sustainable Growth will be focused</p> <p>Character, Design and Heritage sets parameters for managing change ensuring positive benefits of growth and that Barnet does not lose the qualities that attract people to live, work and visit the Borough</p> <p>Environment and Climate Change sets out how the Council is seeking to mitigate climate change and improve access to as well as to the quality of parks and open spaces</p>
<p>A growing borough</p> <p>An entrepreneurial borough</p> <p>A borough of thriving town centres</p>	<p>Housing sets out how Local Plan will respond to a changing population, building new homes to widen choice and ensure access to affordable, good quality housing as well as protecting existing stock.</p> <p>Town Centres sets out how these locations will remain the focus for inward investment, vitality and viability despite retail change.</p> <p>Economy sets out how enterprises will be supported and access to employment opportunities secured</p>
<p>A growing borough</p> <p>A connected borough</p> <p>A great borough to live in and visit.</p>	<p>Community Uses, Health and Wellbeing sets out how Local Plan can help deliver new social infrastructure in more accessible locations while promoting healthier lives for residents.</p> <p>Transport and Communications sets out how Local Plan is seeking to improve connectivity in terms of sustainable and active travel as well as digital communication</p> <p>Delivering the Local Plan explains mechanisms for ensuring the infrastructure to support growth is secured</p>

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 draft 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 46,000 new homes. This 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 and 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 GSS12) 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 Spatial Strategy for Barnet	Policy HOU01 Affordable Housing
	Policy HOU02 Housing Mix
GROWTH & SPATIAL STRATEGY	Policy HOU03 Residential Conversions
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 CDH04 Tall Buildings
Policy GSS10 Estate Renewal	
Policy GSS11 Major Thoroughfares	
Policy GSS12 Car Parks	

<p>Policy GSS13 Strategic Parks and Recreation</p>	<p>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 Clustering of Town Centre Uses Policy TOW04 Night –Time Economy</p> <p>COMMUNITY USES, HEALTH AND WELLBEING Policy CHW01 Community Infrastructure Policy CHW02 Promoting health and wellbeing Policy CHW04 Making Barnet a safer place Policy CHW05 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 46,000 new homes, including the provision of affordable housing to meet Policy HOU01;
 - ii. 400,000m2 of new office space and up to 55,000m2 of new retail space at Brent Cross;

- iii. Up to 67,000 m² of new office space across Barnet's town centres, including the provision of affordable workspace to meet Policy ECY02;
 - iv. Up to 110,000 m² of new retail space across Barnet's town centres as set out in Policy TOW01;
 - v. a new Regional Park within designated Green Belt or Metropolitan Open Land as set out in Policy GSS13; and
 - vi. 3 new destination hubs for sport and recreation at : Barnet and King George V Playing Fields; Cophall 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 most sustainable locations with good public transport connections. Outside of these locations, growth will be supported in places where there is recognised capacity and local character can be conserved or enhanced as a result.
- d) The Social, Green and Physical Infrastructure to support this growth will be set out in the Infrastructure Delivery Plan.

Alternative Options

Not to include a spatial strategy - would fail to comply with the requirement in the NPPF and result in the Plan being found 'unsound'. The NPPF requires that local plans are positively prepared and provide an appropriate strategy that, as a minimum, seeks to meet the area's objectively assessed needs; also for plans to set out a positive vision for the area covered, providing a framework for addressing housing needs and other economic, social and environmental priorities. Additionally strategic policies should set out an overall strategy for the pattern, scale and quality of development.

Setting a lower housing capacity target – this would only partially meet the Borough's Objectively Assessed Housing Need. It would also result in growing housing affordability issues, would significantly limit the Council in fulfilling its wider housing obligations, represent a major lost opportunity to regenerate and redevelop brownfield land, fail to promote an effective use of land in meeting the need for homes and limit the opportunities to secure improvements in infrastructure. Ultimately the Local Plan could not be considered to be 'sound' and therefore could not be adopted by the Council.

Retain existing spatial vision – the 'three strands' – protection, enhancement and consolidated growth - spatial strategy set out in the Core Strategy that has served Barnet well in guiding planned development and

regeneration that has taken place across the Borough. However, whilst still relevant, the strategy needs revising and updating, not least in order to take account of the scale of growth that the Borough is now expected to accommodate up until 2036, and also to reflect other changes that have taken place since 2012.

Set a housing target based on capacity using brownfield sites and also developing green field / Green Belt sites -

This would provide for meeting a greater proportion of the Borough's Objectively Assessed Housing Need. However, it would not meet the tests set in NPPF (para 137) necessary in order to demonstrate exceptional circumstances sufficient to justify Green Belt release and therefore a strong likelihood that the strategy would be found unsound.

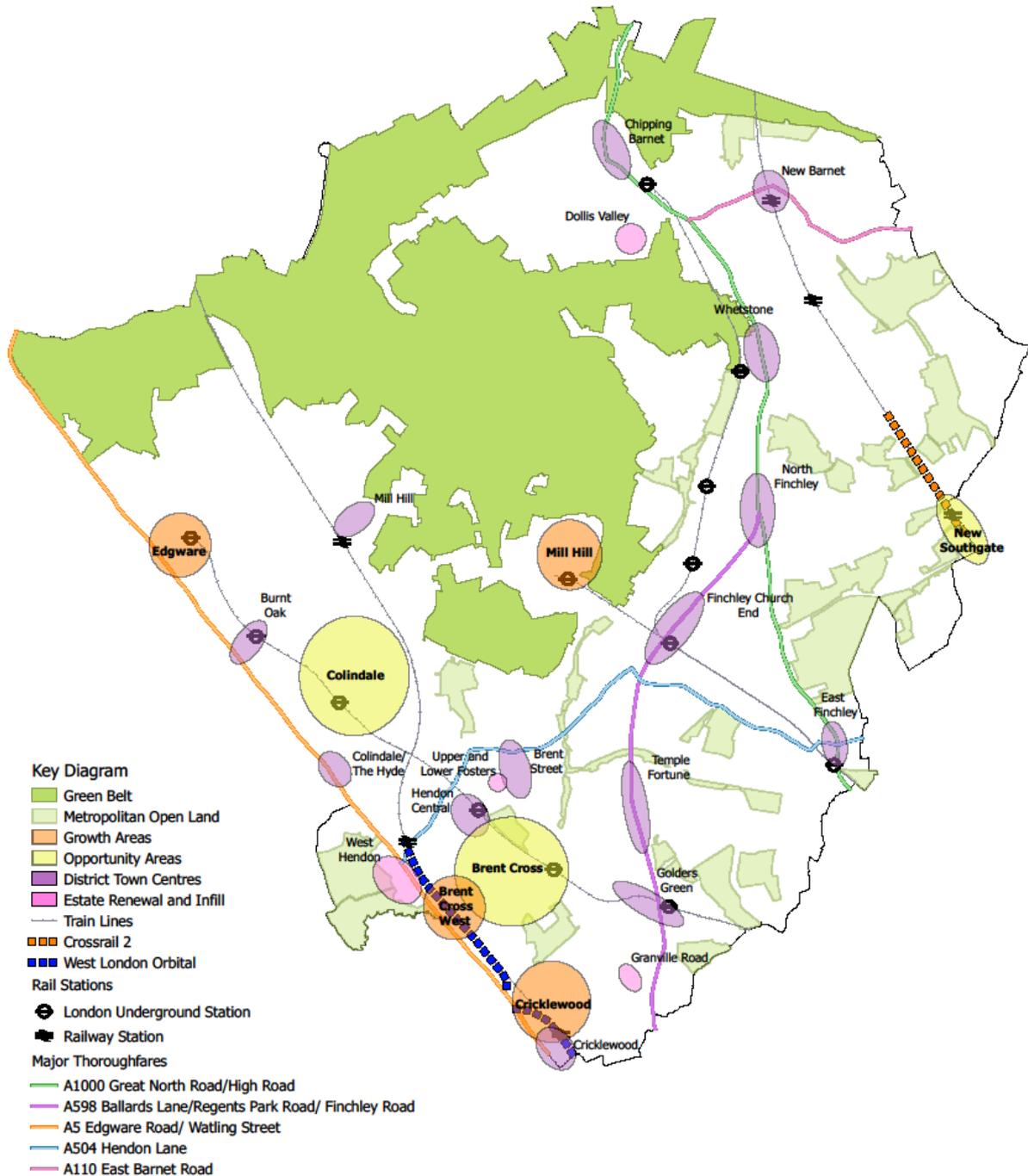
Set a maximum housing target in accordance with Draft London Plan - whilst a target of 3,134 new homes per annum is in accordance with the draft London Plan, the Secretary of State objected that the targets in the draft London Plan would not be in conformity with the Government's Standard Methodology figure. If this lower figure is used and expressed as a maximum housing target it is unlikely that the Local Plan would be considered sound and therefore not capable of being adopted.

Set a housing target expressed as a range using the London Plan Panel report recommended target for Barnet (2,364 homes per annum) as the lower figure – over the 15 year plan period this would provide an overall housing delivery figure for Barnet of 35,460 new homes. As noted in the options above this lower figure, albeit expressed as a minimum figure, would not fully meet Barnet's objectively assessed housing need, as informed by Barnet's SHMA evidence, and would therefore likely result in increasing housing affordability issues.

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. This is reflected in Annex 1 - the Schedule of Proposals which sets out the Council's preferred approach for individual sites across the Borough. This includes Barnet's Growth Areas, town centres, New Southgate Opportunity Area, housing estate 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

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

Draft 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 D6 Optimising density

Policy D12 Agent of Change

Policy H1 Increasing housing supply

Policy H10 Redevelopment of existing housing and estate regeneration

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, delivering a range of jobs which meets the needs of Barnet's increasing population.

4.2.2 Growth 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

Housing

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

- 4.3.2 To achieve its national housing targets the Government (MHCLG) 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. Figures published in February 2019 revealed Barnet’s minimum housing requirement as **4,126** new homes per annum (see Table 4 below). This target is the second highest housing requirement in England. It is therefore more challenging than any previous targets set for Barnet through the London Plan. The West London SHMA completed in October 2018 considered the Government’s standard method for calculating Local Housing Need, introduced by MHCLG in July 2018.
- 4.3.3 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 has recommended a reduction in the overall London-wide housing target. For Barnet this means that, whilst the level of housing need remains unchanged, there is a reduction of 7,700 from 31,340 to 23,640 over the 10-year period, which equates to providing 35,460 new homes over the 15-year plan period.
- 4.3.4 The Council awaits final publication of the London Plan and confirmation of the housing target. Given the uncertainty about London Plan housing targets the Local Plan Housing Trajectory at Figure 3 reflects the housing target in the 2016 London Plan. This will be updated when the London Plan is published.
- 4.3.5 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 46,000 new homes over the lifetime of the Local Plan.

Table 4 – Housing Requirement Assessments⁴

New Homes for Barnet	MHCLG Standard Methodology (Feb 2019)	Draft London Plan (Dec 2017)	Barnet SHMA (Oct 2018)
Per annum	4,126	3,134	3,060
Total 2021 - 2036	62,000	47,000	46,000

4.3.6 Barnet therefore proposes to deliver a minimum of 46,000 new homes over the Plan period up until 2036.

4.4 **Town Centres, Economy and Jobs**

4.4.1 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 **27,000**⁵ new jobs, with the majority of these to be generated in the Brent Cross Growth Area where permission has been granted for 400,000 m² of Class B1a. In addition to Brent Cross the Council will seek to deliver 67,000 m²⁶ of new office space. This new provision should be met within Barnet's town centres as these are the most sustainable locations.

4.4.2 The Barnet Employment Land Review (BELR) considered the Borough's supply of office and industrial space as well as the prospects for the office market and jobs growth. The ELR concluded that efforts should be focused on protecting employment land.

4.4.3 The Council protects employment locations classified as Locally Significant Industrial Sites. It has implemented an Article 4 Direction to protect existing office accommodation (B1a) and industrial processes (B1c) from permitted development conversion to residential (see Policy ECY01).

4.4.4 Brent Cross has outline consent from 2010 for up to 55,000m² of comparison retail floorspace. The Town Centre Floorspace Needs Assessment (TCFNA) considered demand for another 77,000 m² of comparison floorspace up to 2036 together with up to 33,330 m² of Class A3 to A5 (food and drink uses). 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.

4.5 **Parks and Recreation**

4.5.1 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. 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.

- 4.5.2 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.
- 4.5.3 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).
- 4.6 **Major Transport Infrastructure**
- 4.6.1 Projects such as West London Orbital and Crossrail 2 have the potential to transform parts of the Borough. Public transport nodes such as London Underground and Network Rail stations also have a significant contribution to make to sustained growth.
- 4.7 **Delivering Sustainable Growth**
- 4.7.1 The Local Plan sets out how identified housing need 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.
- 4.7.2 Delivery of new homes will mostly be in the key Growth Areas of Brent Cross, Colindale, Mill Hill East, Brent Cross West/Staples Corner, 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.
- 4.7.3 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.
- 4.7.4 Barnet has capacity to deliver a minimum of 46,000 new homes from 2021 to 2036, spread over the delivery period as shown in Table 5. Further detail on specific sites is set out in Annex 1 - Schedule of Proposals.

4.7.5 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 draft London Plan target.

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

	Years 1-5	Years 6- 10	Years 11-15	Total to London Plan Target
	2021/22 – 2025/26	2026/27 – 2030/31	2031/32 – 2035/36	
Growth Areas	6,800	7,250	7,250	21,300
District Town centres	2,000	2,350	1,750	6,100
Existing & New Major Transport Infrastructure	450	2,300	700	3,450
Estate renewal & infill	1,300	2,200	500	4,000
Major Thoroughfares	3,550	1,000	350	4,900
Other large sites	1,150	-	-	1,150
Small Sites	1,700	1,700	1,700	5,100
Total	16,950	16,800	12,250	46,000

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 up to 400,000 m² (net) of office space (Class B1a). An additional 67,000 m² of office floorspace will be distributed across Barnet's town centres.

There will be up to 165,000 m² (net) of new retail floorspace across the Borough, with up to 55,000m² (net) of this at the revitalised Brent Cross Shopping Centre.

Major new public transport infrastructure is expected at the new station at Brent Cross West, the West London Orbital railway connection, and Cross Rail 2.

New homes will be directed to the following locations:

a) Growth Areas (21,300 homes):

- Brent Cross – 7,500 homes (Policy GSS02)
- Brent Cross West/ Staples Corner – 1,800 homes (Policy GSS03)
- Cricklewood Town Centre – 1,400 homes (Policy GSS04)
- Edgware Town Centre – 5,000 homes (Policy GSS05)
- Colindale – 4,200 homes (Policy GSS06)
- Mill Hill – 1,400 homes (Policy GSS07)

b) District Town Centres – 6,100 homes (Policy GSS08)

c) Existing and Major new public transport infrastructure (3,450 homes) (Policy GSS09):

- London Underground and Network Rail stations and environs, including car parks - 1,000 homes
- New Southgate Opportunity Area (potentially supported by Crossrail 2) - 1,500 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) – 4,000 homes (Policy GSS10)

e) Major thoroughfares – 4,900 homes (Policy GSS11)

f) Other large sites including car parks – 1,150 homes (Policy GSS12)

A significant additional element of the housing growth will come forward on small sites not formally identified (5,100 homes); this figure based on previous trends, will contribute towards meeting the overall housing target for the Borough.

All planning applications must comply with the requirements of other policies set out in this Local Plan.

Where there is a compelling case in the public interest, the Council will consider the use of 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

Alternative Options

Set a housing target based on capacity within existing town centres only - this would provide for only part of Barnet's the Borough's Objectively Assessed Need (OAN) and not cater for the future needs of residents or the local economy. It would also result in growing affordability issues and significantly limit the Council in fulfilling its wider housing obligations. It would also represent a major lost opportunity to regenerate and redevelop brownfield land as well as limit the opportunities to secure improvements in infrastructure. Furthermore, it would limit opportunities to address local housing needs and maintain mixed and sustainable communities. This would not realise the 'growth' opportunities identified in the draft London Plan for Brent Cross – Cricklewood, Colindale and New Southgate. Ultimately in failing to demonstrate the most effective use of previously developed and brownfield land the Local Plan would not be considered 'sound' and therefore could not be adopted by the Council.

Set a housing target based on capacity within brownfield sites and also green field / Green Belt sites - this would provide for a greater proportion of Barnet's Objectively Assessed Housing Need. However, it would not meet the tests set out in NPPF (para 137) necessary in order to demonstrate exceptional circumstances sufficient to justify Green Belt release. The issues identified in Option 1 are also pertinent to this Option.

Set housing target in accordance with Draft London Plan - whilst a target of 3,134 new homes per annum is in accordance with the draft London Plan, the Secretary of State objected that the targets in the draft London Plan would not be in conformity with the Government's Standard Methodology figure. If this lower figure is used and expressed as a maximum target it is unlikely that the Local Plan would be considered sound and therefore would not be capable of being adopted.

Set a housing target figure below Barnet's objectively assessed need and rely on neighbouring authorities to make up any housing provision shortfall – as part of the consultation on this draft Plan, the Council has written to neighbouring authorities in London, as well as all Hertfordshire authorities, asking whether they are able to contribute towards meeting Barnet's housing need. If any authorities respond positively indicating that they are able to assist, then any contribution will be taken into account when finalising the additional homes figure for Barnet to be included in the publication draft plan that is submitted for independent examination.

4.8 **Brent Cross Growth Area**

- 4.8.1 Brent Cross is Barnet's largest and most significant area of regeneration and is identified as an Opportunity Area in the London Plan. The Council seeks phased comprehensive redevelopment of the area to provide thousands of new homes and jobs and transform supporting infrastructure.
- 4.8.2 The area covers 151 hectares, with planning permission for a new commercial quarter and a new Metropolitan town centre, incorporating expansion of the Brent Cross Shopping Centre.
- 4.8.3 Support for regeneration at Brent Cross 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. Policy support continued through the Unitary Development Plan UDP (2006) and Local Plan Core Strategy (2012). The SPG establishes a series of strategic principles for the comprehensive redevelopment of the area. To ensure the SPG is providing up to date guidance for the Opportunity Area, the Council may shortly be commencing a review of the Development Framework document.

4.9 Brent Cross North

- 4.9.1 This part of the Section 73 planning permission to the north of the A406 (North Circular) incorporates the retail led mixed use development around Brent Cross Shopping Centre with new retail stores and leisure facilities, a hotel, a significant food and dining offer and 800 new homes. These will be complemented by a variety of public spaces and a new riverside public park. The renewed shopping complex will deliver a major retail and leisure destination for North London with a range of uses contributing to the night-time economy. This will enable Brent Cross to compete with other shopping centres and leisure destinations in the London area.
- 4.9.2 Reserved Matters have been approved for this phase of the development. The consented schemes provides a replacement bus station as well as major highways infrastructure improvements to existing junctions. There will be a new pedestrian 'Living Bridge' over the North Circular Road as well as replacement for the Templehoff 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.
- 4.9.3 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.

4.10 Brent Cross South

- 4.10.1 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 South comprises 72 hectares and through the Section 73 planning permission will deliver approximately 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. It is also anticipated to include the provision of student accommodation and specialist older persons housing. The Section 73 planning permission includes requirements for the new residential quarter will be supported by new and improved schools, community health and leisure facilities, improved parks and open spaces.
- 4.10.2 The Section 73 planning permission includes consent for up to 400,000 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.
- 4.10.3 Walking and cycling will be supported as priority transport modes through high quality public realm. The new Brent Cross West station together with a new public transport interchange which will integrate new and existing bus services with a new bus station in Brent Cross North 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.

4.10.4 The Secretary of State confirmed Brent Cross CPO 2 in July 2018 for the land needed to deliver the first phases of Brent Cross South and reserved matters and detailed planning approvals are in place for the first three development plots, infrastructure and a new public park.

4.11 **Brent Cross Thameslink**

4.11.1 The Council is working with public sector partners and Network Rail to deliver 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. In 2018 the Council secured Government grant totalling £416.5 million to deliver the new Brent Cross West station and associated rail infrastructure. The station is therefore being delivered much earlier in the development than originally planned and when completed (forecast for 2022) 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.

4.11.2 To facilitate delivery of the new station, the Council is also delivering replacement waste transfer and rail freight facilities along with replacement rail sidings.

4.11.3 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. Planning consent is in place for the sidings, freight and waste facilities.

4.12 **Sequence of Delivery**

4.12.1 The original Development Framework and Section 73 planning permission for the regeneration area assumed that Brent Cross North including the expansion of Brent Cross Shopping Centre and an element of new housing development would be delivered first along with necessary significant changes to the highway infrastructure in the area. Development of Brent Cross South, comprising mixed use housing and the commercial development would then follow.

4.12.2 Since detailed designs (reserved matters) 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. As a result, in 2018 the Brent Cross North development partners made a decision to defer the start on site for the Brent Cross Shopping Centre development due to this current uncertainty within the retail market and economic climate.

- 4.12.3 Notwithstanding this uncertainty 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 and address the identified 'gap' in the retail hierarchy of North London.
- 4.12.4 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.
- 4.12.5 Delivery of housing, jobs and the associated regeneration within Brent Cross South 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 Thameslink Station that will support and help accelerate the delivery of new housing.
- 4.12.6 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. The construction of new sidings and rail systems began in 2019 and the Council has entered into contract with a contractor to construct the new station with work scheduled to begin in 2020. BXS LP is continuing with the development of Brent Cross South with main works scheduled to commence in late 2019/early 2020 and the first residential completions expected in 2021/2022.
- 4.12.7 The delivery programme and sequence of the development in the Brent Cross Growth Area has therefore changed in recent years with Brent Cross South and the new station now coming forward ahead of Brent Cross North.

4.13 Responding to Future Changes and Challenges

- 4.13.1 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. The existing Section 73 outline planning permission, has flexibility to allow the phasing and delivery sequence of the development to be adjusted. However, given the original consent is now nearly a decade old, it should be anticipated that the Section 73 planning permission will be supplemented in due course 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. To enable this, the Council's approach is to create a policy framework for the Brent Cross Growth Area capable of responding to change in the long-term.
- 4.13.2 All development proposals within the Growth Area will be expected to contribute towards the cost of delivering infrastructure considered necessary to support the comprehensive redevelopment and regeneration of 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 necessary infrastructure improvements through Section 106 agreements and CIL. Where appropriate, the Council will secure contributions from developers towards the retrospective costs of infrastructure delivered in earlier phases of the development by other development partners. The Council will also ensure its CIL Charging Schedule is kept under regular review and may consider a specific CIL rate from developments in the Brent Cross Growth Area.
- 4.13.3 The Section 73 planning permission will deliver comprehensive regeneration of the Brent Cross Growth Area. In the event that the development of the Brent Cross Growth Area as envisaged by the current permission does not proceed or changes substantially, the Council will review the Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework SPG. The Local Plan will establish a series of indicators to monitor progress of the Brent Cross Growth Area and set appropriate milestones for assessing the delivery of the comprehensive regeneration, 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 phased 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 achieve comprehensive development of the area;
- Contribute towards the creation of a Metropolitan Town Centre;

- Support the provision of a minimum of 7,500 new homes, achieving a mixed and balanced community, including a variety of residential types (such as 'build to rent', student accommodation, older persons housing);
- Protect and 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 contributions to and/or provision of transport infrastructure improvements necessary to support development;
- Provide sufficient social and 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 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.

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 will be established around the new Brent Cross West rail station will provide up to 400,000m² of new 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 transformed as an integrated part of the new Metropolitan town centre and will be enhanced and expanded to deliver up to 55,000m² of net new comparison retail floorspace alongside 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 and Connectivity Improvements

As necessary and appropriate development proposals will need to bring forward or contribute to the following through detailed design, planning conditions and/ or Section 106 agreements and/or CIL:

- Prioritise pedestrian and cycle routes throughout the new development including connections between Brent Cross North and Brent Cross South and improvements to pedestrian and cycle connections and routes beyond the development area;
- Ensure good access for disabled persons throughout the area.
- 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, sufficient to accommodate the development, that are based on up to date mode share targets and supported by Transport for London in relation to the TLRN (TfL Road Network), and the Highways Agency in relation to the M1 motorway;
- Appropriate new and multi-modal transport links to and within the development including at least one additional link across the North Circular Road connecting Brent Cross North and Brent Cross South and at least one link 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.

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.

Alternative Options

To retain the existing strategic policies for Brent Cross (Policies CS2 and CS6 set out in the adopted Core Strategy) – would be to inappropriate as to do so would seek to rely on an out of date policy to guide future development; failing to recognise and reflect the changes and progress that has been made within the Brent Cross – Cricklewood Regeneration Area since 2012.

To not include a Brent Cross Growth Area policy – this would result in the inability to provide the necessary planning policy framework needed to inform the creation of a new Metropolitan Town Centre and all the associated residential, economic, retail, regeneration and infrastructure developments including delivery of key transport schemes needed to support successful regeneration. If a policy was not included the Local Plan would not be in general conformity with the London Plan, where Brent Cross Cricklewood has been designated as an Opportunity Area, and could result in an increase in scheme costs and delays in implementation.

4.14 Brent Cross West Growth Area

- 4.14.1 Brent Cross West has been identified as a Growth Area due to its scale, connectivity and planned future transport upgrades. It lies along the western boundary of the Borough, consisting of large-scale retail sheds and associated car parking which are located between the A5 Edgware Road and the Midland Main Line / Thameslink railway.
- 4.14.2 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.
- 4.14.3 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.
- 4.14.4 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.
- 4.14.5 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.
- 4.14.6 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. 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.
- 4.14.7 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.

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 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.

Alternative Option

To not include a Brent Cross West Growth Area policy – would fail to provide Local Plan policy support for significant regeneration benefits including new homes and jobs as well as strategic transport infrastructure improvements. If a policy was not included in the Local Plan this could result in an increase in scheme costs and delays. It will also miss a potential opportunity to produce a joint planning framework with LB Brent to support good growth.

4.15 Cricklewood Growth Area

- 4.15.1 The area around Cricklewood Town Centre 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. Further detail on sites in the Cricklewood Growth Area is set out in Annex 1 - Schedule of Proposals.
- 4.15.2 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.

POLICY GSS04 Cricklewood Growth Area

Cricklewood Town Centre is a location which the Council has prioritised for improving its offer. 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 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 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.

Alternative Option

To rely on the existing strategic policies for the wider Brent Cross – Cricklewood Opportunity Area and Barnet’s town centres (Policies CS2 and CS6 set out in the adopted Core Strategy) – would be to inappropriate as this policy provides a framework for the comprehensive redevelopment of the wider regeneration area. To do so would also rely on an out of date policy to guide future development; failing to recognise and reflect the changes and progress that has been made within the Brent Cross – Cricklewood Opportunity Area since 2012.

To not include a Cricklewood Growth Area policy - this would fail to provide Local Plan policy support to significant regeneration benefits for Cricklewood Town Centre including new homes and jobs as well as strategic transport infrastructure improvements. If a policy was not included the Plan this could result in an increase in scheme costs and delays. It will also miss a potential opportunity to produce a joint planning framework with LB Brent and LB Camden to guide and support growth across the wider area.

4.16 Edgware Growth Area

- 4.16.1 Edgware Growth Area will deliver transformational improvements to the town centre and benefits for local people and visitors. New housing will provide high quality accommodation for Edgware’s growing population. Better connections across the area will open up the town centre for local residents, while new public space and a cleaner, well-designed environment will encourage people to visit and stay. Delivering a cinema, swimming pool and more opportunities for eating and drinking will allow Edgware to become a leisure destination within Barnet and beyond.

- 4.16.2 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 in Edgware. Barnet's Town Centre Floorspace Needs Assessment forecast significant levels of food and drink expenditure growth in Edgware. This can be met through 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.
- 4.16.3 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.
- 4.16.4 Extensive areas of surface parking, a low-rise shopping centre and the rail and bus station areas provide significant potential for regeneration and intensification. Further detail on sites around the Edgware Growth Area is set out in Annex 1 - Schedule of Proposals.
- 4.16.5 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.
- 4.16.6 While Edgware Town Centre Framework was adopted in 2013 the Council is developing 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 will be to ensure that growth acts to directly enhance and supports the existing Edgware Town Centre.

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 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 is preparing a more detailed planning framework for this area, through a Supplementary Planning Document working in conjunction with LB Harrow.

Alternative Option

To not include an Edgware Growth Area policy - would forego an opportunity to provide policy support to significant regeneration benefits for Barnet's only major town centre in terms of residential and leisure related regeneration and a catalyst to helping to secure delivery public transport infrastructure improvements to establish a truly integrated transport hub. If a policy was not included the Plan this could result in an increase in scheme costs and delays. It will also miss the opportunity to provide the specific Local Plan policy support needed to produce a Supplementary Planning Document with LB Harrow providing a more detailed planning framework.

4.17 Colindale Growth Area

- 4.17.1 The Colindale Growth Area is delivering a well-connected and affordable location serving as a place to rent and buy for a diverse and changing population. The area 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.

- 4.17.2 The Colindale Growth Area 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.
- 4.17.3 Colindale continues to deliver new homes with a development pipeline of over 6,000 units, 4,200 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.
- 4.17.4 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.
- 4.17.5 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.
- 4.17.6 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.
- 4.17.7 Beyond the existing consented development pipeline 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;
 - Aerodrome Road – land made available from consolidating the Metropolitan Police training centre.
- 4.17.8 The Public Health England (PHE) site on Colindale Avenue is also coming forward for development (see Annex 1 Schedule of Proposals). PHE expect to relocate to Harlow in 2025.
- 4.17.9 A policy framework for Colindale has been established through the following planning documents:
- Colindale AAP (2010)
 - Grahame Park SPD (2016)
 - Colindale Station SPD (2019).

- 4.17.10 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.
- 4.17.11 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.

POLICY GSS06 Colindale Growth Area

The Colindale Growth Area has capacity to deliver **4,200** new homes between 2021 and 2036. This includes land released from the former Peel Centre, at Colindale Station (new homes on the Grahame Park Estate are considered in Policy GSS10) and at the Public Health England site.

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, which may incorporate existing healthcare at Grahame Park;
- New Colindale Underground station with step-free access and sufficient gate-capacity for the growing population in the area;
- 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;
- Ongoing improvements to bus services, particularly the east west linkage to other parts of the Borough and beyond;
- Provide a new pedestrian and cycle route under the Northern Line to link the former Peel Centre site to Colindeep Lane;
- Improving access between Colindale Park and Rushgrove Park by utilising land between Northern Line and 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;
- Primary school at Grahame Park to be transferred to adjoin the existing secondary school site, including a renewal and upgrade for both schools; 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:

- Colindale Station and the adjoining area will be redeveloped to provide a new, higher capacity, step-free access station that incorporates cycle parking, along with high density housing;
- The Grahame Park Estate will be much better integrated with surrounding areas and deliver 2,756 new homes providing wider choice of housing type and tenure;
- The former Peel Centre 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; and
- 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.

Alternative Option

To continue to rely on the Colindale Area Action Plan (AAP) – although already forming part of Barnet's Local Plan and having been very successful in guiding development within Colindale, this AAP adopted in 2010 is now significantly out of date. Many of the proposals included have now been completed and consequently a new policy is now required to provide the planning framework to guide future developments in Colindale.

To not include a Colindale Growth Area policy – this would forego an opportunity to continue to provide policy support to significant regeneration benefits including new homes and jobs in Colindale as well as strategic transport infrastructure improvements. Since the adoption of the Colindale Area Action Plan as a comprehensive framework for good growth in 2010 a very significant quantum of development has transformed the area and this transformation is set to continue throughout the lifetime of the new plan. If a policy was not included the plan would not be in general conformity with the London Plan, where it has been identified as an Opportunity Area, and could result in an increase in scheme costs and delays in implementation.

4.18 Mill Hill East

- 4.18.1 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.
- 4.18.2 Mill Hill East comprises 40 hectares of former RAF barracks and a former Council depot. Following a planning consent in 2011 to provide 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, the area is being transformed to become a high quality sustainable development. 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.
- 4.18.3 A planning framework for Mill Hill East has been established with the Area Action Plan adopted in 2009. With development also underway at the former National Institute of Medical Research other development opportunities have emerged around the Mill Hill East AAP area including Watchtower House, IBSA House and Mill Hill East station. Careful consideration of development within the Mill Hill Conservation Area and Green Belt will be required. These three sites are identified in the Schedule of Proposals at Annex 1.
- 4.18.4 Significant progress has been achieved at Mill Hill East, with delivery of 600 new homes, a new primary school, new public spaces, improved road junctions, and an extended bus route.

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 600 new homes, with the expectation of a further 1,645 units to be completed.

Within the wider area around Mill Hill East there is capacity to deliver 1,400 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 745 new homes.

Any development proposal must consider the Mill Hill Conservation Area and Green Belt designations.

Alternative Option

To continue to rely on the Mill Hill East Area Action Plan (AAP) – although already forming part of Barnet’s Local Plan and been very successful in guiding development within Mill Hill East, this AAP was adopted in 2010 and is therefore now significantly out of date. Many of the proposals included in the AAP have been completed and consequently a new policy is now required to provide the planning framework to guide future developments in Mill Hill East.

To not include a strategic policy for Mill Hill East - this would forego an opportunity to continue to provide policy support to significant regeneration benefits including new homes and jobs in Mill Hill East. Since the adoption of the Mill Hill East AAP as a comprehensive framework for good growth in 2009 development at Millbrook Park has transformed the area and this transformation is set to continue throughout the lifetime of the new plan. If a policy was not included the plan this could result in an increase in scheme costs and delays in implementation.

4.19 **Barnet’s District Town Centres**

- 4.19.1 Barnet has an extensive town centre network with a range of locations where appropriate renewal and regeneration can support the Borough’s growth needs. Barnet’s Growth Strategy highlights those town centres that have been prioritised, for improving the town centre offer.
- 4.19.2 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. 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. An approach of site infilling and intensification will enable these areas to contribute towards the Borough’s needs.
- 4.19.3 Barnet’s town centres are important locations not only for retail, but also provide a focus for community 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.

- 4.19.4 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.
- 4.19.5 Barnet's town centres will pursue an approach that aligns with the Mayor's Healthy Streets, 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 (excluding Cricklewood and Edgware) have capacity to deliver a minimum of **6,100** new 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.

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.

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 in accordance;
- g) supports sustainable travel and seeks parking provision at the minimum required standard, including at zero provision where appropriate;
- h) make a positive economic contribution in accordance with Policies ECY01 to ECY03; and.
- i) are not detrimental to the ongoing functionality of the existing town centre and are consistent with the aims of Policies TOW01 to TOW04.

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.

Alternative Option

To retain the existing strategic policy promoting Barnet's town centres (Policy CS6 in the Core Strategy) – would be relying on an out of date policy to guide future development; as to do so would fail to recognise and reflect the significant pressures and changes that have taken place within town centres and the planning policy response that is now required to these structural changes.

To not include a strategic policy specifically recognising the potential of Barnet's town centres to deliver town centre development including residential use - would forego an opportunity to provide proactive policy support to securing significant sustainable regeneration benefits for Barnet's district centres at a time when many centres are needing to adapt to significant structural changes. In terms of residential and leisure / community uses related regeneration, town centres invariably provide optimal public transport accessibility and therefore in sustainability terms offer the best option for new development. It will also miss a potential opportunity to produce planning frameworks for town centres to support good growth.

No Policy - would not accord with the NPPF / NPPG or London Plan policies on achieving sustainable development, identifying land and delivering a sufficient supply of homes, ensuring the vitality of town centres and making the most effective use of land.

4.20 Existing and Major New Public Transport Infrastructure

West London Orbital (WLO) and Crossrail 2

- 4.20.1 The Council is supporting the major transport infrastructure projects of West London Orbital (WLO) and Crossrail 2, which have the potential to transform areas of the Borough.
- 4.20.2 The WLO will deliver a passenger service along existing rail tracks, providing a new link between Hounslow and Cricklewood, passing through Hendon, Old Oak Common and Neasden. Delivery is expected by 2026 at the earliest.
- 4.20.3 Crossrail 2 will 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 is proposed to connect to New Southgate. Delivery of Crossrail 2 is expected by 2033 at the earliest. This is towards the latter part of the Plan period.
- 4.20.4 Through greatly improved PTALs these major transport schemes will allow for higher densities to be achieved around the station areas of New Southgate, Cricklewood, Hendon and the new station at Brent Cross West.

- 4.20.5 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.
- 4.20.6 With particular regard to the designation of New Southgate as an Opportunity Area in the Draft London Plan and the Delivery of Crossrail 2, the Council will consider bringing forward a joint area planning framework with LB Enfield and LB Haringey.

Existing Public Transport Nodes

- 4.20.7 Public transport nodes, particularly of underground and over-ground rail infrastructure, provide locations of higher PTALs that can support significant intensification and growth.
- 4.20.8 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. 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.
- 4.20.9 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.
- 4.20.10 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 see the loss of opportunities for growth unless alternative transport improvements and investments can be delivered.
- 4.20.11 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 and re-provided through a more land-efficient design approach.

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

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

- Woodside Park;
- 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:

- **3,450** new homes;
- Retain existing levels of employment and pursue opportunities for new jobs;
- Appropriate floorspace for community, retail and commercial uses.

The Council may seek to prepare more detailed policy frameworks for these area, 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) – capacity for 950 new homes.

New Southgate and Crossrail 2 – capacity for 1,500 00 new homes

Further progress on the West London Orbital and Crossrail 2 schemes may lead to the Council bringing forward new planning frameworks to support comprehensive redevelopment.

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: Woodside Park, 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 and access 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 will assess existing provision and generally support replacement car parking through a more land-efficient design approach such as a multi-storey design.

Alternative Option

To not include a strategic policy specifically recognising the potential of existing transport hubs and major new planned infrastructure to deliver growth and regeneration benefits - would forego an opportunity to provide proactive policy support to securing significant sustainable regeneration benefits. In terms of residential led regeneration, major transport hub interchanges provide optimal public transport accessibility and therefore in sustainability terms offer an ideal option for new development that makes the most effective use of brownfield land.

No Policy - would not accord with the NPPF / NPPG and London Plan policies on achieving sustainable development, identifying land and delivering a sufficient supply of homes, promoting sustainable transport and making the most effective use of land.

4.21 Estate Renewal and Infill

4.21.1 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 draft 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.

- 4.21.2 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.
- 4.21.3 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 Council will work with the Mayor in ensuring that proposals are consistent with draft London Plan Policy H10 – Redevelopment of Existing Housing and Estate Regeneration. Proposals will take account of the requirements of the Mayor’s Good Practice Guide for Estate Regeneration⁷.
- 4.21.4 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 quality of housing estates in the Borough and support growth, delivering 4,000 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 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 draft London Plan Policy H10 – Redevelopment of existing housing and estate regeneration 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 as required, which 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.

Alternative Option

To not include a strategic policy specifically recognising the potential of estate renewal and infill to deliver residential led regeneration benefits – this would not support the Council’s approach to regenerating existing housing estates in collaboration with local communities. In terms of residential led regeneration, estate renewal makes the most effective use of brownfield land.

No Policy - would not accord with the NPPF / NPPG or London Plan policies on achieving sustainable development, identifying land and delivering a sufficient supply of homes and making the most effective use of land.

4.22 Major Thoroughfares

4.22.1 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.

- 4.22.2 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.
- 4.22.3 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.
- 4.22.4 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.
- 4.22.5 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 4,900 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. This will allow a greater quantum of development to come forward later in the Plan period.

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

- Access to walking and cycling networks will enable active travel;
- Density relates to the context and character of the surrounding area;
- 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
- Provides car parking in accordance with Policy TRC03.

The A5/ Edgware Road and the A1000 / Great North Road Corridors are suitable for tall buildings in some sections, which along with the availability of numerous sites and good public transport connections, will make this area a focus for new development and intensification.

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 challenges of growth.

Alternative Option

To not include a strategic policy specifically recognising the potential of major thoroughfares to deliver residential led regeneration benefits - would forego a significant source to deliver new residential development contributing towards meeting Barnet's new homes target. Development is already coming forward on sites along major roads and a policy framework will allow this process to be managed more effectively.

No Policy – would miss an important opportunity to demonstrate accordance with the NPPF, NPPG or London Plan policies on achieving sustainable development, identifying land and delivering a sufficient supply of homes, optimising densities and making the most effective use of land.

4.23 Car Parks

- 4.23.1 With pressure for ensuring the efficient use of land for housing and other uses there is potential for releasing capacity from Barnet’s supply of public surface level car parks. Subject to a demonstration that capacity is available these surface level car parks can be more efficiently utilised while still serving a car parking function. 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.

POLICY GSS12 Car Parks

The Council will support development of and above surface level public car parks for residential and other suitable uses provided that:

- The design preserves the amenity of neighbouring uses; and
- The parking spaces can be demonstrated as surplus to requirement, or re-provided as needed.

Alternative Option

To not include a strategic policy specifically recognising the development potential of surface level car parks for residential and other suitable uses - would ignore a significant source for contributing towards residential development and thereby contributing towards meeting Barnet’s new homes target. Failure to include such a policy would forgo an opportunity to promote and achieve sustainable development, identifying and making the most effective use of land.

4.24 Strategic Parks and Recreation

- 4.24.1 Supporting the visitor economy is an important element of the Councils 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 and Brent Cross Shopping Centre well as London’s only registered battlefield.
- 4.24.2 In order to explore the potential for leisure and cultural destinations, and the role required of the Council to facilitate them, a Visitor Destinations Study will be commissioned.

4.24.3 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 draft 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, 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 draft 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.

4.24.4 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; and
- 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.

4.24.5 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.

- 4.24.6 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. 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 activate 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.

Alternative Options

No policy - would prevent the Council from setting out how it is addressing the delivery of essential parks and recreational infrastructure, in order to promote healthy and active lifestyles.

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)

Draft London Plan

Policy GG4 Delivering the homes Londoners need

Policy D5 Accessible Housing

Policy D12 Agent of Change

Policy H1 Increasing Housing Supply

Policy H2 Small sites

Policy H3 Monitoring Housing Targets

Policy H4 Meanwhile Use

Policy H5 Delivering Affordable Housing

Policy H6 Threshold Approach to Applications

Policy H7 Affordable Housing Tenure;

Policy H8 Monitoring of Affordable Housing

Policy H9 Vacant Building Credit

Policy H10 Redevelopment of Existing Housing and Estate Regeneration

Policy H11 Ensuring the Best Use of Stock

Policy H12 Housing Size Mix

Policy H13 Build to Rent

Policy H14 Supported and Specialised Accommodation

Policy H15 Specialist Older Persons Housing

Policy H16 Gypsy and Traveller Accommodation

Policy H17 Purpose Built Student Accommodation

Policy H18 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. A decent home throughout people's lives is a key determinant for good health. Providing healthy, safe, stable and suitable housing contributes to the longer term sustainability of the NHS and adult social care.
- 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 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).

- Gypsy and Traveller sites 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.
- 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 generated by demographic growth 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 themes of the Housing 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 – with the rent set in accordance with Government rent policy or least 20% below market rent accommodation is managed by a Registered Provider except for Build to Rent affordable rental units and is rented affordably for perpetuity.
- 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 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%.
- 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 total) 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 that a minimum of 35% affordable housing is delivered from all developments of 10 or more units.
- 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. The Local Plan will be supported by a Viability Assessment at Reg 19 stage.
- 5.4.8 The draft London Plan 2017, Policy H5 sets the strategic target of 50% for affordable housing. Through Policy H6, as part of a fast track approach to delivery, the draft 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. Draft London Plan Policy H7 sets out a preferred split of affordable products. This indicates that 30% of new affordable housing should be low cost rental, including Social Rent/ London Affordable Rent; a minimum of 30% intermediate including, London Living Rent and London Shared Ownership. The remaining 40% of affordable homes should be determined by the Borough based on identified need
- 5.4.9 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.

- 5.4.10 For all schemes, the basis of calculations for the affordable housing requirement will relate to a combination of dwellings, the number of habitable rooms or the 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 rooms or floorspace. 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.
- 5.4.11 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. Ensuring that the affordable homes on such estates that are demolished are simply replaced on a like for like basis within the confines of the regeneration estate although often desirable can be unrealistic. 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.
- 5.4.12 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 a combination of units, either the number of habitable rooms or the floorspace of the residential development.

Barnet's affordable housing tenure split will expect :

- a) 60% Low Cost Rent products including London 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.

On Housing Estates (Policy GSS10) the Council will seek to replace existing affordable housing whilst considering 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.

Alternative Options

No policy - this is not appropriate as it would not be regarded as being in general conformity with the London Plan.

To retain the existing affordable housing policies (Policies CS4 and DM10 set out in the 2012 adopted Core Strategy and Development Management DPDs) – would be inappropriate as to do so would seek to rely on an out of date policy basis in support of a Borough wide target of 40% affordable provision on sites providing 10 or more units or of 0.4ha and above. Continuation of such a policy approach would not be entirely consistent with the Council's most recent housing needs evidence and would also fail to recognise and reflect the policy changes made since 2012 at both the national and London levels in terms of affordable housing definition and provision.

To seek an affordable housing target higher than 35% - although the Local Plan Core Strategy has sought 40% on development sites the level of affordable housing that has been delivered through current policy is not sufficient to address the level of affordable housing needed. Whilst acknowledging that the draft London Plan minimum threshold of 50% is directed at public land and previously protected employment land the Council does not consider an increase to a boroughwide 50% target in policy is justifiable.

To put a greater emphasis on intermediate products - The current split seeks to meet priority affordable needs as identified in Barnet's SHMA, but also allow for mixed communities by encouraging the provision of some intermediate products.

Remove the 10 dwellings threshold and seek contributions to affordable housing from all new residential development – this would be in conflict with NPPF (para 63) and would require support of a full viability assessment. The proposed policy will assess the capacity of sites under the threshold to ensure development is at an optimum capacity.

Seek a higher level of affordable homes by allowing development on Green Belt / MOL / green field sites -there is insufficient evidence of exceptional circumstance needed to justify Green Belt or significant MOL releases, nor is there evidence to suggest that development costs for such sites would be lower than for other sites across the Borough to justify such an approach.

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.
- 5.5.5 According to the Authorities Monitoring Report⁸ 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. Well designed two bedroom properties of between 70 and 79m² gross internal floor area⁹ can now be considered as family homes.
- 5.5.6 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.
- 5.5.7 Priorities for the Council are to deliver well designed new homes while also protecting the stock of family houses. 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 homeworkers¹⁰ are a mainstay of the Local Plan. In order to protect affordable business space as well as ensure that development produces good quality residential accommodation the Council has introduced Article 4 Directions¹¹ 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.
- 5.5.8 The Mayor's Strategic Housing Market Assessment (SHMA) 2017 highlights that the largest requirement for market as well as social rented housing in London is one bedroom units. This contrasts with the findings of the West London Housing sub-region jointly commissioned SHMA published in 2018. On the basis of evidence on recent household formation, in-migration, out-migration and projected household dissolution for each of the member boroughs the West London SHMA has identified housing mix requirements by dwelling size and tenure type over the next five years for Barnet. 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.

Table 6 - Full Objectively Assessed Need for Housing Size by Tenure¹²

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%

5.5.9 Table 5 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 Size¹³

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 properties are the highest priority, homes with 2 or 4 bedrooms are a medium priority.
- b) For Affordable Homes (see Policy HOU01 and supporting text):
 - i. 2 and 3 bedroom properties are the highest priority for homes at Low Cost Rent.
 - ii. 3 bedroom properties are the highest priority for homes at a London Living Rent.
 - iii. 2 bedroom properties are the highest priority for homes at an Affordable Rent / Low Cost Home Ownership.
 - iv. the smallest 2 bedroom property will provide a minimum of 4 bed spaces in accordance with residential space standards in Table 11

Through the Authorities Monitoring Report (AMR) the Council will set out progress on 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) 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.

Alternative Options

To retain the existing housing mix policies (Policies CS4 and DM8 set out in the 2012 adopted Core Strategy and Development Management DPDs) – would be inappropriate as to do so would seek to rely on an out of date policy basis and would therefore fail to reflect the Council’s most re-cent housing needs evidence. It would also fail to recognise and reflect the policy changes made since 2012 at both the national and London levels in terms of affordable housing definition and provision.

No policy - would leave the determination of mix and type of housing to the market instead of an evidence based policy. This would not comply with the NPPF in respect of taking account the needs of different sectors of the community and creating strong and cohesive neighbourhoods.

To only identify housing mix and type on strategic allocations - whilst this would comply with the principle of the NPPF, it would not ensure that all communities across Barnet are properly assessed in terms of their needs and provided with housing choice.

5.6 Residential Conversions

- 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.
- 5.6.3 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. As part of the 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 buildings¹⁴.

- 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)¹⁵ 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 the areas 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

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

- 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) 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 units are proposed.

- d) 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) Appropriate car parking is provided in accordance with Policy TRC03.
- g) Proposals meet London Plan residential space standards (Policy D4).

Alternative Options

Retain existing Local Plan policy (DM01) – would be inappropriate as existing policy is not criteria based, merely stating that the conversion of dwellings into flats in roads characterised by houses will not normally be permitted. The policy would therefore fail to take account of the Council’s most recent evidence that assesses the impact of residential conversions.

No policy - this would restrict the Council’s ability to manage the loss of family accommodation and ensure that residential conversions do not have a detrimental impact on their neighbourhoods.

5.7 Specialist Housing

Housing choice for older people

- 5.7.1 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 research¹⁶ 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.
- 5.7.2 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 entails 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.

Housing choice for people with disabilities

- 5.7.3 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.
- 5.7.4 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.

Housing choice for vulnerable people

- 5.7.5 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.
- 5.7.6 Housing proposals for vulnerable people should consider the following types of accommodation:
- Extra care housing.
 - Sheltered plus housing.
 - Residential care homes.
- 5.7.7 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.
- 5.7.8 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.

- 5.7.9 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.
- 5.7.10 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 2036¹⁷

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

- 5.7.11 Draft London Plan Policy H15 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.

5.8 Houses in Multiple Occupation (HMO)

- 5.8.1 To manage 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.

- 5.8.2 The Council in 2016 also introduced an Additional Licensing Scheme for HMOs. This means that the majority of privately rented properties occupied by persons who do not form a single household now require a 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).
- 5.8.3 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.

5.9 Student Accommodation

- 5.9.1 London’s higher and further education institutions make a significant contribution to the economy and labour market. New purpose-built student accommodation makes a contribution to meeting Barnet’s housing need and can help to reduce pressures on the conventional housing stock.
- 5.9.2 Barnet’s higher and further 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 University’s land-holdings and allow it to optimise its estate, including increased provision of suitable accommodation to meet the needs of students. This joint work will be expressed as a Supplementary Planning Document.
- 5.9.3 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 and further 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.
- 5.9.4 The draft 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.

5.9.5 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. Draft 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.

5.10 Purpose Built Shared Living Accommodation

5.10.1 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.

5.10.2 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.

5.10.3 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 Draft 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 draft 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; and
- (f) Be in accordance with Policy CDH02.

2. Houses in Multiple Occupation (HMO)

Proposals for new HMOs must:

- (a) Demonstrate that they meet the requirements of the Additional Licensing Scheme;
- (b) Meet an identified need;
- (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 student accommodation should demonstrate that:

- (a) they meet an identified local or strategic need from higher and further educational establishments 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, of good public transport accessibility;
- (c) the use of accommodation is secured for students of one or more specified higher education institutions through a nomination agreement;
- (d) delivery of affordable student accommodation is in accordance with draft London Plan Policy H17; and
- (e) the accommodation provides adequate functional living space and layout.

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 draft London Plan Policy H18 Large-scale purpose-built shared living.

Alternative Options

Retaining Local Plan policy (DM09) – would be inappropriate as the existing policies in relation to specialist housing needs (HMOs, student and older people) do not reflect new evidence on HMOs and the increase in proposals for purpose built shared living accommodation.

No policy - would impact on the Council's ability to set out clearly what it expects from new housing development and therefore achieve high quality development that provides an appropriate amount of different types of specialist housing to meet Barnet's identified housing needs.

5.11 Efficient Use of Barnet's Housing Stock

- 5.11.1 Barnet is expected to deliver a minimum of 46,000 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.
- 5.11.2 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.

- 5.11.3 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.
- 5.11.4 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. Homes should not be used as short-term holiday rented accommodation for a cumulative period of more than 90 days a year without obtaining planning permission. Such rentals can cause a significant impact when they are concentrated in specific parts of the Borough. Where such infringements can be proven the Council will take appropriate enforcement action against property owners.
- 5.11.5 The Schedule of Proposals in Annex 1 sets out specific sites where meanwhile uses are appropriate. 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 environmentally suitable and 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. Through the Local Plan Schedule of Proposals opportunities will be sought for the meanwhile use of land awaiting longer term development are identified

Alternative Options

Retaining existing Local Plan policy (DM07) - would fail to i) reflect new evidence on the impact of short-term rentals on housing supply ii) give overt policy support to reducing and bringing back into use the number of vacant dwellings; nor would it provide policy support for meanwhile uses as temporary purpose built accommodation.

No policy – failure to make more efficient use of Barnet’s housing stock places an increased burden on new build, conversions and change of use to meet identified housing needs.

5.12 Meeting other Housing Needs

Build to Rent

- 5.12.1 Chapter 2 highlights the growth of the private rented sector. The Council is working with landlords to improve conditions in the private rented sector. An increased supply of good quality housing in the private rented sector is of value to households wanting to live in Barnet but not able to access owner occupation.
- 5.12.2 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 our approach will reflect its 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.
- 5.12.3 As part of the Council’s plans for Brent Cross delivery of a Build to Rent scheme is supported (see Policy GSS02). On specific sites with large capacities 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 Draft London Plan Policy H13. 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.

5.13 Self-Build and Custom Build

- 5.13.1 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.
- 5.13.2 The 2015 Act requires the Council to have regard to demand for Self Build when undertaking planning functions. Entrants on the Register¹⁸ 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 Draft 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.

Alternative Option

No Policy - would impact on Council's ability to widen housing choice through the introduction of build to rent. It would also impact on ability to demonstrate compliance with the Self Build and Custom Housebuilding Act 2015 and set out the Council's approach to delivery of this type of provision.

5.14 Gypsies, Travellers and Travelling Showpeople

- 5.14.1 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. Although on the basis of this rigorous assessment 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.

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.

Alternative Option

Not to include a criterion based policy to assess applications for Traveller sites - would mean that the Council would be less able to manage new accommodation as planning applications would be judged against national planning policy rather than locally specific policy criteria.

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

Draft London Plan

Policy GG3 Creating a healthy city

Policy D1 London's form and characteristics

Policy D2 Delivering good design

Policy D3 Inclusive design

Policy D4 Housing quality and standards

Policy D5 Accessible housing

Policy D6 Optimising housing density

Policy D7 Public realm

Policy D8 Tall buildings

Policy D9 Basement development

Policy D10 Safety, security and resilience

Policy D11 Fire safety

Policy D12 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

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

Mayor of London - Character and Context SPG

6.2 Introduction

6.2.1 As Barnet grows its character will inevitably change. An important role for the Local Plan is managing that change and retaining the qualities that attract people to live in the Borough. In order to create sustainable and successful places an appropriate balance must be struck which involves new development responding to 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 2010 provides a detailed assessment and understanding of the characteristics of the Borough's built environment. It 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.
- 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 Design Guidance Supplementary Planning Document . 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. 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.

- 6.4.2 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.
- 6.4.3 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.
- 6.4.4 Reducing carbon dioxide (CO₂) emissions and adapting to future climate change are priorities for the Local Plan. All development should represent good quality design that demonstrates high levels of environmental awareness and contributes to climate change mitigation and adaptation.
- 6.4.5 Innovative and good design will be encouraged and promoted in Barnet. Development of poor design, that does not utilise opportunities to improve an area's character and quality, and the way it functions, will not be permitted. 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.
- 6.4.6 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 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 Safety, Security and Design

- 6.5.1 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.
- 6.5.2 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 Residential Space Standards

- 6.6.1 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 draft London Plan applies the nationally described space standard as a minimum residential space standard for new dwellings. 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.
- 6.6.2 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.
- 6.6.3 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.

6.7 Internal Layout and Design

6.7.1 To ensure that homes are fit for purpose the internal layout of rooms and design of dwellings is an important consideration. Barnet's requirements are set out in Table 10 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 adequate ventilation, privacy and daylight and the orientation enhances amenity, including views. New homes should be designed to allow sufficient flexibility to adapt to residents' changing needs and circumstances.

- 6.7.2 In addition to general internal storage there should be ‘dirty’¹⁹ storage space for items such as bicycles and buggies, which could be provided as a communal facility for flats. The level of provision recommended for Barnet 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.

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

6.8 Amenity – Lighting, Privacy, Noise

- 6.8.1 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.
- 6.8.2 Further details on day lighting, sun lighting, privacy and outlook are set out in the Sustainable Design and Construction SPD. 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.

- 6.8.3 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. Policy ECC02 sets out further details with regards to noise, in addition to draft London Plan Policy D12 which introduces the Agent of Change principle²⁰.

6.9 Sustainable Residential Density

- 6.9.1 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), 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 be in compliance with the Residential Design Guide SPD and the Sustainable Design and Construction SPD.

The Council will expect development proposals to:

- i. Respond sensitively to the distinctive local character, 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 and active frontages that provide visual interest, particularly at street level.

- iv. Adopt the principles of 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 draft 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 draft London Plan Policy D12.

Alternative options

To retain existing design policies (DM01 and DM02 from the Development Management DPD) – would not fulfil the opportunity to update requirements in line with updated national and regional policy and also to provide more detailed and specific guidance on design and development standards to protect existing character and amenity.

No policy - This would impact on the Council's ability to set out expectations for development and protect the character and amenity of the Borough. The preferred approach refers to the more detailed guidance in the Sustainable Design and Construction SPD.

To include prescriptive density standards – instead of a design-led approach an overarching and more prescriptive density standard would be applied. This could foster higher densities in conflict with the Council's approach to optimise rather than simply maximise housing density. This approach would not be compliant with the draft London Plan, which promotes a design-led approach to consider local context to provide the optimum use of land.

6.10 Sustainable and Inclusive Design

- 6.10.1 Standards set out in Policy CDH02 will help deliver high quality development in Barnet that is sustainable and inclusive. These standards are supported by a suite of Supplementary Planning Documents: namely, Sustainable Design and Construction, Residential Design Guidance and Green Infrastructure.

6.11 Climate Mitigation and Carbon Reduction

- 6.11.1 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 use the Mayor's energy hierarchy to help reduce carbon emissions from construction and operation as well as encourage opportunities for on-site electricity and heat production, the use of innovative building materials and smart technologies.
- 6.11.2 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.
- 6.11.3 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.
- 6.11.4 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.

6.11.5 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.

6.12 **Accessibility and Inclusive Design**

6.12.1 Inclusive design is fundamental to improving the quality of life for all Barnet's resident, particularly the disabled and older people. 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 extensions to all buildings, particularly those used by the general public such as shops and community facilities.

6.12.2 The Council will require an Inclusive Design Statement as part of the Design and Access Statement. The draft London Plan (Policy D3 – 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.

6.13 **Accessible and Adaptable Dwellings**

6.13.1 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.

6.13.2 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.

6.14 Wheelchair User Dwellings

6.14.1 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 major²¹ residential schemes. In accordance with Standard 18 of the Mayor's Housing SPG each designated wheelchair accessible dwelling should have a car parking space that complies with Part M4(3). The distance of the accessible car parking space to the home or to the relevant block entrance or lift core should be kept to a minimum.

6.14.2 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 the Sustainable Design and Construction SPD.

Policy CDH02 Sustainable and Inclusive Design

Sustainable Design and Construction

a) All new development must mitigate the impacts of climate change, adopting sustainable technology and design principles in accordance with Policy ECC01.

b) Major development should 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 should achieve a minimum BREEAM 'Very Good' rating in accordance with the Sustainable Design and Construction SPD.

d) Microclimate/Wind and Thermal Conditions should be managed in accordance with the Sustainable Design and Construction SPD.

Inclusive Design and Access Standards

- e) Development proposals should meet the highest standards of accessible and inclusive design by demonstrating through an Inclusive Design Statement that they 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 is required to provide 10% of new units as 'wheelchair user dwellings' in order to meet Building Regulation M4 (3).

Alternative Option

To retain existing development standards (DM02) from the Development Management DPD – would fail to recognise advances in technology and sustainable design practice to help enable the highest standards possible. The Mayor's Housing SPG (2016) and draft London Plan have provided updated standards for accessibility, which are reflected in the preferred policy approach.

No policy – this would entail a failure to reflect good sustainable practice and deliver standards clearly set out in the draft London Plan and Barnet's Sustainable Design and Construction SPD. The Mayor's Energy Hierarchy is fundamental to the approach taken in this policy. Sustainable technology is a rapidly changing area that is continuing to evolve and will be strongly supported, with any necessary updates to requirements made through supplementary planning documents.

6.15 Public Realm

- 6.15.1 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 can also contribute significantly to the health and wellbeing of residents, creating a sense of place that encourages social interaction and physical activity as well as providing access to facilities such as public toilets and drinking fountains. 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' and the Mayor's Healthy Streets Approach.
- 6.15.2 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 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.
- 6.15.3 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.
- 6.15.4 For new development that does not include 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 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 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.
- g) Incorporate high quality public art (where appropriate).
- h) Ensure that way-finding pedestrian signage is sensitively located and consistent with Legible London.

Alternative Option

Include public realm policy within Policy CDH01 (Promoting High Quality Design) or Town Centres - would not fully reflect the importance of public realm in the Borough, including the benefits to wellbeing, social inclusion and safety. Public realm is an important issue in it's own right and so a standalone policy was considered the most appropriate option.

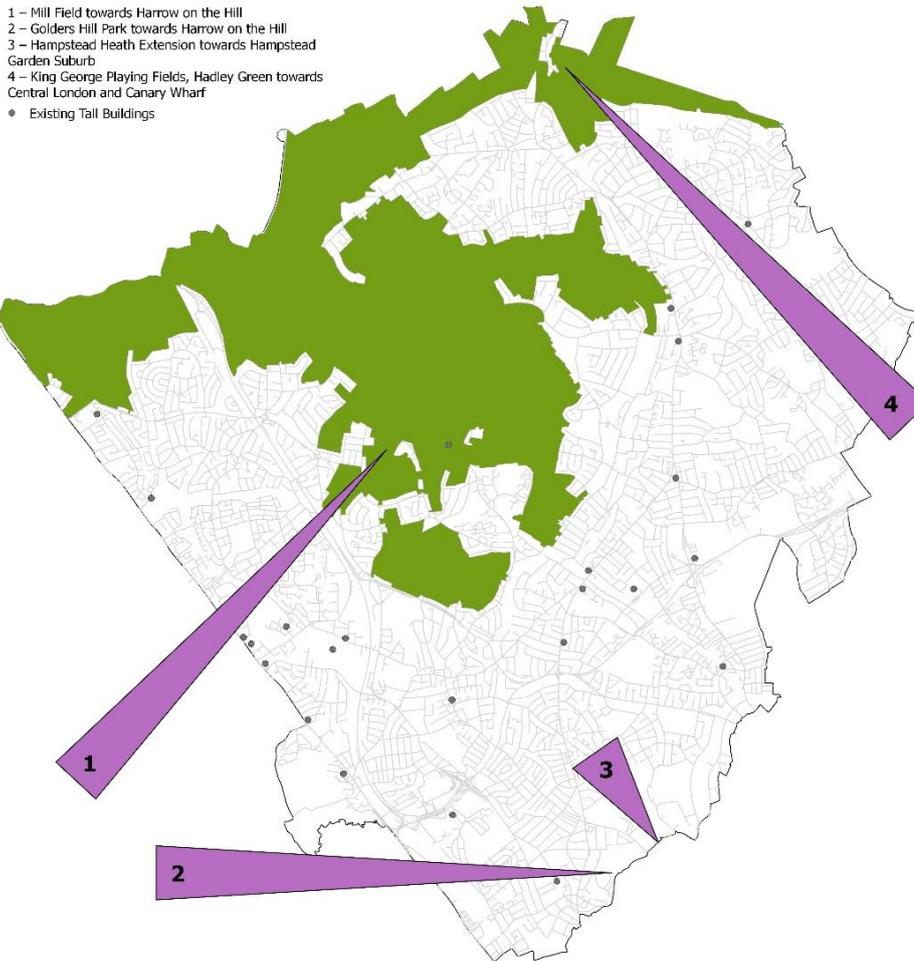
No policy – this would miss an opportunity to set out a specific policy for public realm as well as signpost guidance in the draft London Plan with reference to Healthy Streets and the Public London Charter as well as the Secured by Design Resilient Design Tool. The quality of public realm has an important influence on quality of life, connectivity and vitality of an area so the inclusion of this policy is fundamental to the Borough's objectives and also helps to support the effectiveness of other policies in the Plan.

6.16 Tall Buildings and Barnet's Skyline

- 6.16.1 The predominant and largely residential character of Barnet is two or three storeys. However, as the Borough changes over the next fifteen years it is expected that there will be pressure for tall and medium rise buildings to play a greater part in new development. Within Barnet a tall building is defined as having a height of eight storeys or more (equivalent to 26 metres or more above ordnance datum (AOD)) and Very Tall are those exceeding 14 storeys (46 metres or more AOD).
- 6.16.2 Tall buildings can form part of a strategic approach to optimising the capacity of sites which are well-connected by public transport and have good access to services and amenities. 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.

- 6.16.3 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. Due to their potential impact, development proposals that include tall buildings will need to demonstrate compliance with the criteria listed in Policy CDH04 as well as the Historic England guidance on tall buildings²².
- 6.16.4 Barnet's Tall Buildings Study 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, Colindale and New Southgate as well as town centres and major thoroughfares with a historic association with buildings exceeding 8 storeys. The Council will produce a Supplementary Planning Document on Building Heights, which will set out, within the identified strategic locations the parameters for such structures.
- 6.16.5 Buildings that are Very Tall (exceeding 14 storeys (46 metres or more AOD)) will not be supported unless there are exceptional circumstances to justify their siting in Opportunity Areas which are areas of extensive change. Proposals for Very Tall buildings will not be supported outside of Opportunity Areas. Applicants should use the 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. Varying heights, proportion, silhouette and facing materials at the design stage will help assess how to lessen any negative impacts.
- 6.16.6 Policy GSS09 highlights residential led mixed use opportunities for design driven infill development on the main thoroughfares of Barnet as shown on the Key Diagram. A loss of original residential character along these routes has been one of the elements behind the promotion of such thoroughfares for higher density development, which should also be supported by good public transport links. There is also a desire to better manage the development proposals that are coming forward in such locations.
- 6.16.7 While tall buildings offer the opportunity for more intensive use, it is essential that proposals occur in the most suitable locations that can protect and enhance the existing character and townscape of a largely low-rise Borough. Essentially, the principle of proportionality should apply, whereby the height of the building corresponds to the existing surroundings. High density development can be delivered through well designed compact development that does not necessarily have to be a tall building. Tall buildings cost more to construct per unit of floor area than low or medium rise buildings and are also considered less sustainable overall due to environmental effects and higher energy requirements.

Map 4 – Locally important views



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6.16.8 Map 4 shows locally important views together with the location of existing 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 ordnance datum (AOD)) 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 Area²³ (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 that exceed these height limits ('Very Tall') will not be permitted unless exceptional circumstances can be demonstrated, such as appropriate siting within an Opportunity 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), up to a maximum of 28 storeys (equivalent to approximately 70 metres AOD).

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. Proposals will be assessed on the following criteria :

- i. Provide an active street frontage where appropriate.
- ii. Integrate within the existing urban fabric.
- iii. Have regard to the topography, with no adverse impact on Locally Important Views (as shown in Map 4).
- iv. Respect heritage asset significance and the related setting.
- v. Ensure that the potential microclimatic impact does not adversely affect levels of comfort in the surrounding public realm, including wind, daylight, temperature and pollution.
- vi. Consider any possible negative impact on digital connectivity in compliance with Policy TRC04.

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 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.

Alternative Option

Retain existing policies (DM05 & CS05) – this would entail a missed opportunity for the Council to reflect on new evidence from its Tall Buildings Study and have greater control over the height of new tall and very tall buildings. It would also mean that new locations for tall buildings (such as Edgware Road and the Great North Road) are not identified

No policy – would allow for the possibility of unsuitable building height in areas of the Borough that may not be the most sustainable or appropriate locations. The Tall Buildings Study is a design-led study that considered existing context and character of the area, views, siting within opportunity or growth area and PTAL levels to assess appropriate locations for medium rise, tall and very tall buildings, which has provided clear evidence based direction for the preferred policy approach in line with the draft London Plan.

6.17 Extensions

- 6.17.1 Most development in Barnet involves the replacement, extension or conversion of existing buildings.
- 6.17.2 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.
- 6.17.3 Policy CDH05 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 the Residential Design Guidance and Sustainable Design and Construction 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.

Alternative Option

No policy – would not utilise the opportunity to effectively manage the increased volume of extensions that require planning permission and mitigate their potential cumulative impact on local character and amenity. The preferred approach policy signposts the Residential Design Guidance and Sustainable Design and Construction SPDs, which clearly set out detailed specification and requirements. There is an identified need for this policy due to growing numbers of applications received for extensions to property in the Borough.

6.18 Basements

- 6.18.1 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.

6.18.2 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 Residential Design Guidance and Sustainable Design and Construction 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.

Alternative Option

No policy – would not utilise the opportunity to manage the increased volume of basement extensions that require planning permission and mitigate their potential cumulative impact on local character and amenity. The preferred approach policy signposts the Residential Design Guidance and Sustainable Design and Construction SPDs, which clearly set out detailed specification and requirements. The draft London Plan has also outlined the need for Boroughs to establish local policy to address the negative impacts of basement development where necessary.

6.19 Amenity Space and Landscaping

- 6.19.1 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.
- 6.19.2 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.
- 6.19.3 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, there is potential to provide, as an alternative, additional internal living space that is equivalent to the area of the private open space requirement. 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.

Table 11 Outdoor amenity space requirements

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

- 6.19.4 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 the Residential Design Guidance SPD.
- 6.19.5 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.

6.20 Landscaping, Trees and Gardens

- 6.20.1 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.
- 6.20.2 Landscaping should be included as an integral part of any development 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 the Sustainable Design and Construction SPD and the Green Infrastructure SPD
- 6.20.3 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.

- 6.20.4 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.
- 6.20.5 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 the Sustainable Design and Construction SPD.
- 6.20.6 Gardens also make a significant contribution to local character, enhancing biodiversity, tranquillity, sense of space and the setting of buildings. 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 the Residential Design Guidance SPD.

Policy CDH07 Amenity Space and Landscaping

a) Development proposals should provide:

- i. Amenity space standards as set out in Local Plan Table 11.
- ii. Play spaces in accordance with the draft 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.
- 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.

Alternative Option

Retain existing policies (DM01 & DM02) – would not provide clear outdoor amenity space standards within the Local Plan Existing policy did not require off-site contributions where provision cannot meet required standards.

No policy – as above, lack of clear requirements for outdoor amenity space would be considered a missed opportunity to improve living standards for residents whilst enhancing the character and wildlife value of the Borough.

6.21 **Barnet's Heritage**

6.21.1 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. National planning policy distinguishes between designated and non-designated heritage assets. Table 12 lists Barnet's designated assets (including statutory listed buildings, battlefield sites, Registered Parks and Gardens, Scheduled Ancient Monuments, Local Areas of Special Archaeological Significance and Conservation Areas) and non-designated heritage assets (locally listed buildings)²⁴. 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.

Table 12 - Barnet's Heritage Assets

Listed Buildings	2,206 buildings
Battlefield Site	Battle of Barnet 1471
Registered Parks and Gardens	4 registered historic parks and gardens; St Marylebone Cemetery, Avenue House Garden, Golders Green Crematorium and St Pancras Cemetery.
Scheduled Ancient Monuments	Brockley Hill Romano – British Pottery, Edgware Manor House Moated Site, East End Road, Finchley
Local Areas of Special Archaeological Significance'	<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 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 Glenhill Close, Finchley, 2001
Locally Listed Buildings	1600

6.21.2 Listed buildings are of national importance and consent is required for both internal and external works that could have impact on their special interest. Development proposals involving listed buildings should make a positive contribution to the asset and therefore any substantial harm or loss of a listed building will be resisted.

- 6.21.3 Barnet 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 in the Borough. In addition to the Battlefield there are four Registered Historic Parks and Gardens in the Borough. As designated heritage assets all these landscapes are of special historic interest.
- 6.21.4 Archaeological remains above and below ground level, and Ancient Monuments, are important surviving evidence of Barnet's past and once removed are lost forever. Barnet has two Scheduled Ancient 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.
- 6.21.5 Barnet has five pre-historic, four Roman and thirty medieval sites containing archaeological remains of more than local importance. These have been grouped into nineteen 'Local Areas of Special Archaeological Significance' as shown on the Policies Map. Development proposals in these areas will need to consult with the Greater London Archaeology Advisory Service on how they will investigate, catalogue and where possible, preserve in situ or in a museum, as part of any application. It may also be appropriate for Hendon and District Archaeology Society (HADAS) to be consulted.
- 6.21.6 There are sixteen Conservation Areas in Barnet. The Council has produced a number of Conservation Area Character Appraisals that identify the special characteristics and significance of these designated heritage issues, whilst also setting out the issues and threats each area may face. These area appraisals will be taken into account when assessing planning applications in Conservation Areas.
- 6.21.7 The Council will require any proposals that have an effect on a designated heritage asset²⁵ to submit a Heritage Impact Assessment. This assessment will include details on the significance of the heritage asset; the impact of the proposal on the significance of the heritage asset; the impact of the proposal on the setting of the heritage asset; how the significance and/or setting of a heritage asset can be better revealed; opportunities to mitigate or adapt to climate change; and the public benefits that might result from a proposal.
- 6.21.8 Locally Listed Buildings are classified as non-designated heritage assets. Barnet has a Local List of Buildings of historic or architectural interest. When considering applications that affect non-designated heritage assets, the Council will make a balanced decision, having regard to the significance of the asset and the scale of any harm or loss. The Council may identify any potential non-designated heritage asset when considering development proposals.

Policy CDH08 Barnet's Heritage

The Council will ensure that development in Barnet respects its context and distinctive local character, creating places and buildings of high quality design. New development should make a positive contribution to the quality and character of an area. In order to achieve this the Council will work to proactively preserve and enhance Barnet's designated and non-designated heritage assets and their settings. When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight will be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Designated Heritage Assets

a) Development proposals that result in substantial harm to a designated heritage asset (including statutory Listed Building, Conservation Areas, Registered Historic Park and Gardens, the Registered Historic Battlefield or Areas of Archaeological Significance) will be refused permission unless it can be demonstrated that substantial public benefits, which may include heritage benefits, outweigh the harm and **all** of the following criteria are met :

- i. The nature of the heritage asset prevents all reasonable alternative uses of the site.
- ii. Evidence of appropriate marketing to demonstrate that no viable use of the heritage asset can be found to enable its conservation.
- iii. Conservation by grant-funding or some form of not-for-profit, charitable or public ownership is demonstrably not possible.
- iv. The harm or loss is outweighed by the benefit of bringing the site back into use.

b) Development that leads to less than substantial harm to the significance of a designated heritage asset will be weighed against the public benefits of the proposal, including where appropriate, securing the optimum viable use. All development proposals affecting the significance of a designated heritage asset should:

- i. Have regard to the local historic context.
- ii. Have regard to the character, appearance, scale, mass, height, materials, urban grain and layout of existing buildings, streets and spaces.
- iii. Retain architectural detailing and traditional features, including historic shopfronts, which contribute positively to the appearance of a building or an area.
- iv. Be accompanied by a Heritage Impact Assessment and any harm to a designated heritage asset shall require clear and convincing justification.

- v. In exceptional circumstances, where the loss of any heritage asset is permitted, the Council will require a programme of works to ensure the new development will proceed after the loss has occurred.

.Non-Designated Heritage Assets

- c) Proposals for the demolition of non-designated heritage assets (including locally listed buildings) will be resisted. The effect of an application on the significance of an asset will be taken into account in determining the application and the scale of any harm or loss will need to be balanced against the significance of the heritage asset.
- d) Development proposals affecting non-designated heritage assets should conserve, reveal and enhance the significance of the assets and their settings, as well as comply with part b) above.
- e) The Council may identify any potential non-designated heritage asset as a consideration of development proposals.

Archaeological Interest

Scheduled monuments and other designated assets 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 submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Alternative Option

Retain existing policy (DM06) – this would not reflect national planning policy which distinguishes between designated and non-designated heritage assets and outlines the need for Plans to set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets.

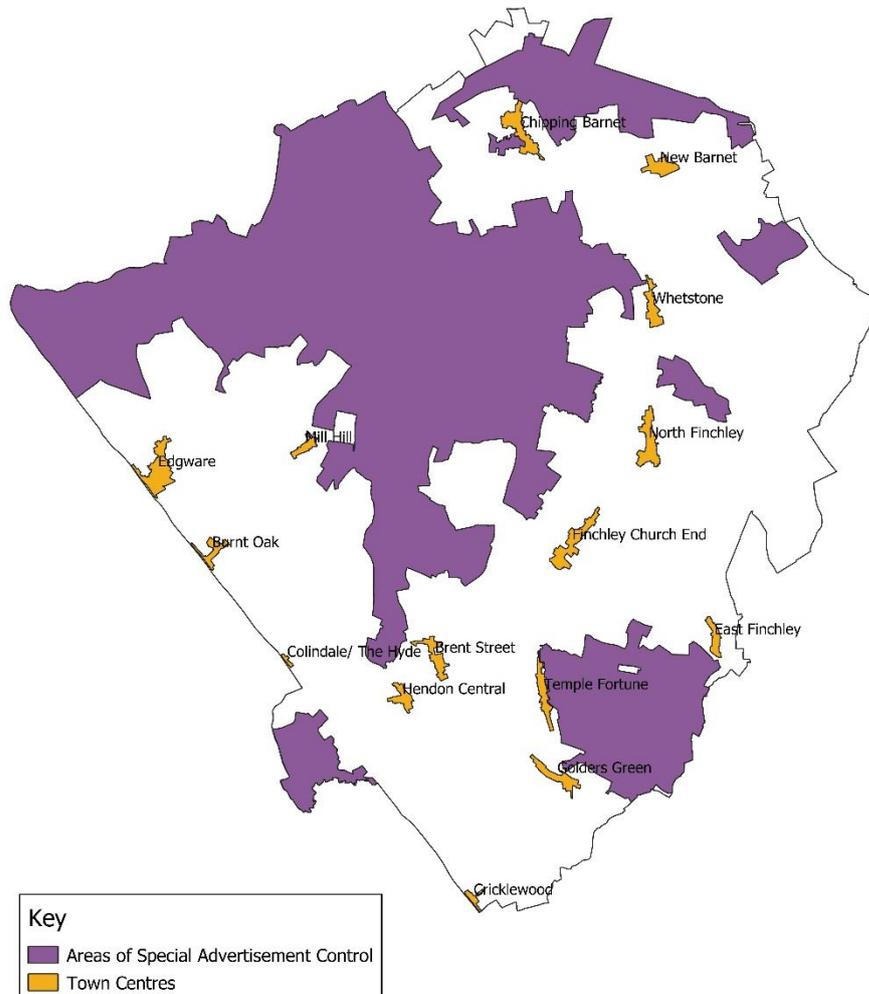
No policy – would not comply with the NPPF, which outlines the need for Plans to set out a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets. The preferred policy approach sets out guidance on designated and non-designated assets in Barnet to comply with national policy. The draft London Plan also emphasises the importance of a strong evidence base to provide a robust understanding of the Borough's historic environment and heritage significance.

6.22 Advertisements

6.22.1 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 safety including highway safety.

6.22.2 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. In recognition of this the Council's 2006 Unitary Development Plan designated 'Areas of Special Advertisement Control' where a greater than normal degree of control is exercised over the number, type and size of advertisements which may be displayed. This designation has been retained and revised through this Local Plan as shown in the Changes to the Policies Map and Map 5.

Map 5 Areas of Special Advertisement Control



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- 6.22.3 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 character and amenity of the surrounding area and residents. All 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. 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 Government guidance²⁶. Further guidance on the Council's approach to advertisements will be set out in SPD.

Policy CDH09 Advertisements

The Council will support advertisements that:

- a) Do not cause unacceptable harm to amenity or public safety and are sensitively designed and located in the street-scene and wider townscape.
- b) 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.

The Council will exercise greater control over advertisements in Areas of Special Advertisement Control

Alternative Option

No policy –would miss the opportunity for the Local Plan to manage the impact of advertisements on public amenity and safety.

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.

Draft London Plan

Policy GG3 Creating a healthy city

Policy GG5 Growing a good economy

Policy SD6 Town centres

Policy SD7 Town centre network

Policy SD8 Town centres: development principles and Development Plan Documents

Policy SD9 Town centres: Local partnerships and implementation

Policy SD10 Strategic and local regeneration

Policy D12 Agent of Change

Policy HC5 Supporting London's culture and creative industries

Policy HC6 Supporting the night-time economy

Policy E1 Offices

Policy E2 Low cost 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 land for industry, logistics, and services to support London's economic function.

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. Each town centre has a special character that contributes to the distinctiveness of the Borough. Barnet's town centre hierarchy consists of one Major Centre, 14 District Centres, 16 Local Centres (including Colindale Gardens) and a Regional Shopping 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.

- 7.2.2 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 that local communities require. Town centre development should be underpinned by the Good Growth policies of the draft London Plan, with particular focus on 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 will help create more sustainable and successful places.
- 7.2.3 In recent years, the impact of e-tailing (online shopping) and m-tailing (mobile app shopping) on the high street has been well documented. These trends present challenges and also opportunities; whilst Barnet's town centres have responded in some ways to the changes, decline has occurred to varying degrees. Planning policies must ensure that town centres can adapt in a changing commercial environment, helping them to move away from the traditional shopping format to provide a wider range of mixed uses and innovative spaces. 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, making better links to local character and understanding priorities for the community, to provide a unique identity and specialist offer.

Table 13: Barnet's Town Centre Hierarchy

Brent Cross Shopping Centre	Regional Shopping Centre in London Plan – Consolidated with Alterations since 2011 (March 2016)	
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. Colney Hatch Lane 4. Deansbrook Road 5. East Barnet Village 6. Friern Barnet 7. Golders Green Road 8. 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 16. Colindale Gardens

7.3 **Barnet's Town Centres**

- 7.3.1 Significant 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.
- 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 B1. 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 or regeneration related but non-planning) for a number of town centres i.e. Burnt Oak, Edgware, Chipping Barnet, Finchley Central, New Barnet, and a Supplementary Planning Document (SPD) for North Finchley. A town centre strategy for Golders Green has recently been published.
- 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 Town Centre Frameworks and Strategies are 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 To provide an overview of the health of the town centre network and to consider the capacity for future retail development, a Town Centre Floorspace Needs Assessment (TCFNA) was commissioned. The TCFNA highlighted that:

- There is scope for further improvement of Barnet's town centres in both quantitative and qualitative terms.
- All town centres could benefit from improvement to the leisure offer.
- Colindale, The Hyde is a District Centre performing more like a Local Centre.
- Clustering of uses for gambling, betting, payday loan shops, hot food take-away bars have negative health implications for users.
- Growing number of service sector units (e.g. hairdressers, nail bars), accounting for almost half of total retail unit provision in Local Centres.
- Opportunities to promote digital technologies in town centres to future-proof them against declining footfalls.

7.4.2 In terms of retail provision, the TCFNA highlights that:

- There is no substantive quantitative requirement for new convenience floorspace. This is because any additional expenditure resulting from population growth will be absorbed by existing convenience commitments.
- Additional comparison floorspace capacity will be required to provide up to 13,000 m² by 2021, a further 30,000m² by 2026 and a further 34,000m² by 2036. This amounts to a total of 77,000m² of comparison floorspace over the Plan period.
- 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.

7.4.3 In relation to leisure uses and the night-time economy, the TCFNA states that:

- Food and drink uses (A3-A5) account for approximately 77% of total leisure spending growth in Barnet. The quantitative food and drink assessment indicates there is sufficient expenditure capacity in Barnet to support up to 33,330m² of Class A3-A5 floorspace up to 2036.
- North Finchley, Whetstone and Edgware are forecast to experience the most significant levels of food & drink expenditure growth based on current spending patterns.
- Spending on recreational and sporting services accounts for 12% of total leisure spending growth in Barnet.
- Cricklewood, North Finchley and Golders Green are forecast to experience the most significant levels of recreational and health and fitness expenditure growth based on current spending patterns.
- Barnet has three cinemas with a total of 14 screens. With most of the screens in the east of the Borough Barnet experiences 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; and that
- 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.

7.5 Brent Cross

7.5.1 Brent Cross is Barnet's largest shopping location and in 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 area to create a new mixed use town centre with up to 55,000m² of comparison retail floorspace; 7,500 new homes and creation of a new commercial quarter providing over 20,000 new jobs. This redevelopment is underpinned by improvements to the strategic highway network, a new train station and an improved and accessible public transport offer and new high quality public realm. Development at Brent Cross will turn it into a regional destination, providing a range of new recreation and leisure facilities as well as enhanced retail services.

7.5.2 As part of the mixed use development there will be a significant food and dining offer, complemented by a variety of public spaces and a new riverside public park. The renewed shopping complex will deliver a major retail and leisure destination for North London with a range of uses contributing to the night-time economy. This will enable Brent Cross to emerge as a new Metropolitan Centre to compete with other shopping centres and leisure destinations in the London area.

7.5.3 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. The existing outline planning permission from 2010, is now nearly a decade old. Since then 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 order to respond to such change The Local Plan sets out a policy framework 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 living above ground floor level and making 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 and generate more footfall. 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. 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).

7.6.3 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.

- 7.6.4 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.
- 7.6.5 Proposals for development of new or extensions to main town centre uses, including all A Class or leisure development, which are outside of town centres and in excess of 200 m² gross internal area floorspace must comply with the sequential test approach as set out in the NPPF (para 86).
- 7.6.6 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 from the proposed edge of centre development. 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:

- (a) Distributing growth by 2036 to meet the capacity for:
 - i) Up to 77,000m² (net) of Class A1 comparison retail floorspace
 - ii) Up to 33,000m² (net) of Class A3-A5 floorspace.

Unless it can be demonstrated that there is a specific need, the Council will not support significant Class A1 convenience retail floorspace as there is no substantive quantitative requirement for new convenience floorspace.

- (b) Retaining a strong hierarchy of town centres and supporting an appropriate mix of uses within designated centres, including:
 - 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 regional destination 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.
- (c) The Council will work with local partners to better define and enhance the distinctive character of individual town centres. Taking a more visible and co-ordinated approach to address a range of uses including anti- social behaviour, car parking, street cleaning and licensing.
- (d) Outside of the town centres small shops and local parades will be enhanced and protected.
- (e) In order to reduce cartrips the Council supports the relocation and expansion of leisure uses from lower PTAL car dependent locations to town centre locations where opportunities arise.
- (f) 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 of 200 m² or more (gross internal floorspace) 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 development. In addition, any proposal of more than 500 m² of retail, office or leisure development must be supported by an impact assessment.

Alternative Option

Retain existing policy (CS06) – would fail to consider new evidence on the distribution of retail growth and the greater challenges faced by town centres at present. It would fail to reflect the Council’s aspirations for town centres as set out in the Growth Strategy and the promotion of non-retail uses such as leisure and community as well as delivery of new jobs and new homes in town centre locations.

No policy – would have negative impact on the future of existing town centres in the Borough. The NPPF advocates a ‘town centres first’ sequential approach as the most appropriate method of assessment to ensure the vitality and viability of centres are maintained and therefore the preferred policy option has adopted this approach. As above, a lack of policy would not support the aspirations of the Growth Strategy and could threaten the strong hierarchy of settlements that is a key attribute of the Borough.

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 retail area of the town centre should be maintained for Class A1 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 (Class A1) from change in local centres is the priority. Loss of Class A1 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. Sufficient evidence demonstrating lack of demand for Class A1 use will need to be demonstrated before other town centre uses including community uses. 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 individual shops and smaller parades, proposals will need to demonstrate that adequate provision of local shops and services is maintained.
- 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.

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

In order to promote a mix of uses within Barnet's town centres to support vitality and viability whilst maintaining their distinctiveness the Council will ensure that:

- (a) Within Major and District Town Centres proposals that would reduce the combined proportion of A1 retail use at ground floor level (including vacant properties) in the town centre primary frontage below 65% will only be supported if criteria c) is met.
- (b) Within Local Centres, Parades and isolated shops the Council will protect A1 retail unless it can be demonstrated that criteria c) is met.
- (c) Where proposals for alternative uses at ground floor level do not meet criteria (a) and (b) the Council will take the following into consideration:
 - i) Significance of reduction of retail facilities.
 - ii) Loss of active frontage at ground floor level.
 - iii) Whether alternative retail facilities are accessible by walking, cycling or public transport to meet the needs of the area.
 - iv) Capability of the proposal in attracting visitors to the town centre.
 - v) Contribution of the proposal to the Council's growth objectives.
 - vi) Evidence that there is no viable demand for continued Class A1 use and that the property has been vacant for over 12 months, with the exception of meanwhile uses in accordance with part h). Evidence of continuous marketing over a 12 month period will be required.
- (d) Properties at ground floor level are expected to retain active frontages.
- (e) The use of upper floors for alternative uses including residential, employment or community provision will be strongly encouraged.
- (f) In accordance with the Agent of Change principle development that has significant adverse impact on the amenities of nearby occupiers will be resisted.
- (g) Development that has significant adverse impact on traffic flow or road safety will be resisted.
- (h) 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.
- (i) Markets in town centres will normally be supported, in particular where they contribute to greater retail choice, affordability and support for small enterprises.

Alternative Options

Retain existing policy (DM 11) – would fail to respond to changing town centres and proactively set out a flexible and criteria based policy for the loss of A1 retail. Requirements for A1 uses in primary frontage has been reduced from 75% to 65%, and the secondary frontage will no longer be set for A1 uses. Retaining existing policy DM11 would therefore fail to reflect the Council’s aspirations for town centres as set out in the draft Growth Strategy, support for active ground floor frontages and the promotion of non-retail uses such as leisure and community as well as delivery of new jobs and new homes in town centre locations.

Revise existing policy to reduce the allowance of A1 retail uses of secondary frontage (to 40% or below) – would provide a less restrictive approach (from existing Local Plan policy at 65%); however, this could lead to higher vacancy rates and is therefore considered detrimental to the potential vitality of the town centre. Setting a threshold for A1 use on primary frontages is deemed appropriate whilst secondary frontages can allow diversity of use to meet local demand.

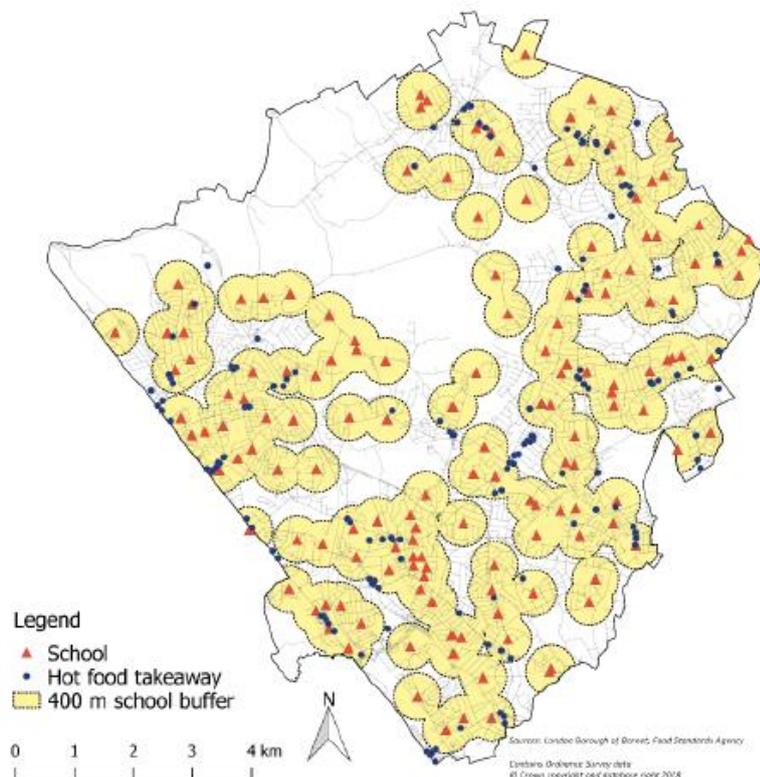
No policy – would allow the market to influence future development in town centres and would not comply with the NPPF or draft London Plan. As above, a lack of policy would risk losing the important benefits that town centres play within the local community and therefore contrary to the aspirations outlined in the draft Growth Strategy.

7.8 Managing Clustering of Town Centre Uses

- 7.8.1 Clusters of retail and associated uses can have positive and negative impacts within town centres and across the Borough. Clustered related uses can help town centres develop specialist or niche roles that can attract footfall and spend; however, as highlighted in Barnet’s TCFNA over-concentration of certain uses such as betting shops, payday loan shops or hot food takeaways can have a detrimental impact on physical and mental wellbeing as well as on the vitality and viability of town centres. These uses have associations with unacceptable levels of noise, vibrations, odours, traffic disturbance, litter and can attract anti-social behaviour. The proliferation of such uses can quickly change the character of a town centre.

- 7.8.2 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 in certain areas, and that regard should be had to locations where children and young people congregate.²⁷ Draft London Plan (Policy E9 Retail, markets and hot food takeaways) supports restricting proposals for A5 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 A5 uses within town centres. Responding to concerns about levels of childhood obesity and increasing levels of health inequality, the Council's Public Health team produced evidence on the proliferation of hot food takeaways in the Borough.²⁸ The Review did focus on students attending Barnet schools. There are at least 205 hot food takeaways in Barnet according to the Food Standards Agency. These are shown on Map 6 together with a 400m catchment around schools. This is however considered an under-estimate as according to a University of Cambridge study there are 350 hot food takeaways in the Borough. There are likely to be opportunities amongst the 350 existing operators to allow an adequate turnover as takeaways close and new ones open.
- 7.8.3 The Council is establishing a scheme, known as the Healthier Catering Commitment, that helps food businesses in Barnet to provide healthier food, which is low in fat, salt and sugar, to their customers. In those instances where new A5 hot food takeaways 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 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.
- 7.8.5 The Council's Public Health Team have produced evidence on Shisha.²⁹ 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 Policy TOW03 seeks to ensure that uses such as hot food takeaways and shisha are not clustered, near to schools and other facilities that young people are more likely to attend (youth centres/scouts/community centres). It also covers betting and payday loan shops which remain a common feature of Barnet's town centres. Like hot food takeaways and shisha bars these uses can have negative health implications for those using these services. As part of the Authorities Monitoring Report the Council will monitor the numbers of hot food takeaways, betting shops, shisha bars, and payday lenders within each town centre.

Policy TOW03 Managing Clustering of Town Centre Uses

The Council will resist the proliferation and over concentration of:

- a) hot food takeaways and will not permit proposals in Use Class A5 that:
 - i) Are not separated from any existing A5 unit or group of units in such use by at least two units which are neither in non A5 use nor Sui Generis uses as highlighted in (b).
 - 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) betting shops, payday loan shops and shisha bars and will not permit proposals for such Sui Generis uses that:
 - i) Are not separated from any existing Sui Generis unit in such uses (as highlighted in (b)) or group of units in such uses by at least two units which are neither units (as highlighted in (b)) nor A5 uses.
 - ii) Do not provide active frontages and must have a positive visual impact on the street scene.
 - iii) Have a significant impact on residential amenity in terms of noise, vibrations, odours, traffic disturbance and litter.

Alternative Options

No policy - this would fail to utilise an opportunity for the Local Plan to deliver public health benefits through management of uses considered detrimental to wellbeing, health and amenity as well as the vitality and viability of town centres. The control of hot food takeaways is supported by wider policy as well as a growing evidence base, therefore the preferred option to implement this policy in the Local Plan is considered a proactive and complementary approach to improve health and wellbeing.

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. Night time economy uses include restaurants (Class A3), bars (Class A4), as well as cinemas, theatres and arts venues (Class D2). 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 town centres have a night-time offer to varying degrees³⁰. 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. This includes 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.

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, where:

- a) The scale and type of use reflects the role and function of the centre.
- b) There is no conflict with Policy TOW03 – Managing Clustering of Town Centre Uses.
- 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.

Alternative Option

No policy - could allow undesirable uses that would be detrimental to the amenity and safety of town centres. Inclusion and implementation of a policy to manage the night time economy considering its cumulative impact, existing scale and associated uses is considered the preferred approach whilst making links with other Local Plan policies and the draft London Plan.

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

Draft London Plan

Policy GG1 Building Strong and Inclusive communities

Policy GG3 Creating a healthy city

Policy D10 Safety, security, and resilience to emergency

Policy H14 Supported and Specialised Accommodation

Policy H15 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. Within Barnet there is a need for a range of community facilities to support the requirements of different ethnic, religious, social and interest groups. 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 locate in town centres and local centres as these locations are well served by public transport in particular the bus network which is more capable of serving local catchment needs. Where local facilities are being provided which serve a local catchment, proximity to the bus network will be considered to be of particular importance.

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 Joint Strategic Needs Assessment (JSNA) and 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 reviews the existing capacity of infrastructure provision in the Borough and highlights needs, gaps and deficiencies in provision and costs of updating and delivering new infrastructure including educational and healthcare facilities, libraries, community centres and leisure centres.

8.3 **Barnet's Community Infrastructure**

8.3.1 For the foreseeable future, community facilities in Barnet are expected to experience reductions in funding, increased levels of demand and rising expectations. The long-term sustainability of facilities is a particular concern as 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.

8.3.2 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.

- 8.3.3 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.
- 8.3.4 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.

Barnet's Libraries

- 8.3.5 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. Barnet's library estate includes 14 library buildings. The three Core Plus libraries are Chipping Barnet, Colindale and Finchley Central. 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.

Leisure Centres and Swimming Pools

- 8.3.6 In partnership with Greenwich Leisure Ltd the Council manages seven 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. In terms of the school estate the Council seeks to maximise use of school sport and leisure facilities by the wider community.

- 8.3.7 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.
- 8.3.8 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. 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) by 2036. 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. Other priorities highlighted include provision of indoor bowls, fitness facilities, gymnastics and trampolining.
- 8.3.9 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.

Arts and Culture

- 8.3.10 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. 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. This could help innovative arts and cultural projects make use of vacant premises.

8.4 Provision for Children and Young People

- 8.4.1 The Education Strategy for Barnet 2017 – 2020 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 equipped to meet the needs of employers are vital to Barnet's future success. The school population is growing 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.
- 8.4.2 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.
- 8.4.3 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. 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.
- 8.4.4 Other facilities for young people in Barnet include multi-agency drop in centres at Woodhouse Road in North Finchley, and at Canada Villa in Hendon. For future provision of youth facilities, the emphasis will be on ensuring services are targeted to those most in need of support, and enabling community groups and the voluntary sector to build capacity around providing a range of positive activities across the Borough from a wide range of locations. There is a strong emphasis on involving young people in the commissioning of youth services to ensure that provision is well placed and meets demand.

8.5 Provision for Older People

8.5.1 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 the new cohort of older people.

8.6 Residential Care Homes

8.6.1 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. 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.

8.6.2 Places for people who require neither dementia or nursing care are known as 'mainstream places'. 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 will place a greater burden on the Council and Barnet's Clinical Commissioning Group.

8.6.3 The Council's focus is on providing places for people with dementia as demand increases. However, it is considered that sufficient capacity will be achieved through existing homes. Although the demand for nursing home places is constant, current supply is sufficient to meet demand.

8.6.4 The Joint Strategic Needs Assessment³¹ shows that while the Borough has been 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. The Council has concerns about 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 such as extra care housing. Extra care housing is seen as a viable alternative in many cases to residential care, allowing residents more independence whilst encouraging community activities.

8.6.5 Overall the numbers of people with impairment and deficiency will increase over the next 20 years. The policy directives for the NHS to 'shift care closer to home' is aimed to provide more choice and flexibility in how health care needs are met. These changes will place significant pressures on social care systems as more people are treated in the community. In order to help residents live healthy and independent lives the Council provides home and community support. Nearly 40 per cent of users with a care package receive some sort of homecare (including outreach and homecare elements of supported living and extra care).

8.7 Community Premises

8.7.1 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.

8.8 Burial Spaces

8.8.1 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 2031³².

8.9 Assets of Community Value

8.9.1 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.

8.9.2 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 CHW05 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, 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 has ceased;
- e. expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities, particularly within Barnet's Growth Areas and town centres;
- f. promote more active and healthier communities through adoption of Sport England's Active Design Principles;
- g. work with the Mayor of London, cemetery providers and groups for whom burial is the only option to maintain a supply of burial space;
- h. allocate sites for development that address needs as identified in the Council's Education Strategy;
- i. 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
- j. 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.

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; and
- iii. provides an alternative community use where the existing community use has ceased 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.

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.

Alternative Options

Retaining existing policies (CS10 & DM13) – would be reliant on an out of date policy basis and therefore fail to reflect the Council's most recent evidence. It would also fail to recognise and reflect the policy changes made since 2012 at both the national and London levels in terms of the different types of community infrastructure provision.

No Policy would miss an opportunity for the Council to update its approach and clearly set out how it expects to address matters in respect of community infrastructure particularly within Growth Areas and town centres.

8.10 Promoting Health and Wellbeing

- 8.10.1 The built and natural environment is a key determinant of health and wellbeing and local planning authorities play an important role in shaping healthy environments. National and draft 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.

- 8.10.2 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 align with recommendations set out from Public Health England. Furthermore, this Chapter emphasises further commitments not included elsewhere in this document.
- 8.10.3 Through promoting and endorsing high quality design which meets Healthy Streets Indicators (as set out in the draft London Plan), the Council will create accessible, safe spaces which promote health and social wellbeing throughout the lifecourse. This is particularly important for ensuring that residents with mobility issues can live independent lives as much as active members of their communities can.
- 8.10.4 Another necessity for urban environments is access to social infrastructure such as public drinking fountains, public toilets including changing places, seating and shade. This is promoted through Draft 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).
- 8.10.5 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 A5 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.

8.11 Access to Primary Care Facilities

- 8.11.1 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 primary vehicle for enabling planning of local new health care models.

8.11.2 The health and care system is planned and commissioned locally by clinical commissioning groups, 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.

8.12 Healthy and Green Barnet

8.12.1 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 plan for the creation of at least one new district park and 13 new local parks by 2040.

8.12.2 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

The Council will promote creation of healthy environment by requiring developers to consider building safe, accessible, sustainable and high-quality places which promote development for health and wellbeing through:

- a) Neighbourhood Design-CDH01, CDH03, CHW01;
- b) Housing-HOU02, HOU01, GSS10, HOU04;
- c) Food Environments-TOW03, ECC04;
- d) Natural and Sustainable Environments-ECC02, TRC01, ECC01, ECC04, CDH07; and
- e) Transport-TRC01

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

- a. Viewing health and wellbeing as an integrated topic when assessing planning applications and conducting Health Impact Assessments on larger developments;

- b. Contributing to the priorities of the emerging Health and Wellbeing Strategy 2020 – 2024;
- c. 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;
- 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. Encouraging implementation of the Healthy Streets Approach, as set out in the draft London Plan; and
- g. Mitigating the impact of air pollutants as set out in Policy ECC02.

Alternative Option

Retain existing policy (CS11) – this would miss an opportunity for the Council to clearly set out how it expects to work with the NHS and partners in improving health and well-being and how it will promote greater levels of physical activity in more active environments.

No policy - would fail to set out the Council's expectations in terms of the delivery of essential social infrastructure promoting and improving health and well-being in supporting the creation of sustainable communities.

8.13 Making Barnet a Safer Place

- 8.13.1 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 safe environments particularly for the Night Time Economy.
- 8.13.2 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. Proposals should reflect guidance in the NPPG and Secured by Design the official UK Police flagship initiative for 'designing out crime' as well as 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 . Designing out the effects of flooding is set out in Policy ECC02.

- 8.13.3 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 CHW04 - 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)
- 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 our neighbourhoods 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).

Alternative Options

Retaining existing policy CS12 – would miss opportunity to set out the importance of Secured by Design and highlight linkages with other Local Plan policies that contribute to making Barnet a safer place.

No policy - would result in an absence of a Local Plan policy setting out how the Council expects applicants, through carefully designed proposals, to address security issues.

8.14 Public Houses

- 8.14.1 Around 70 pubs have closed in Barnet since 2000. Pubs contribute to well-being. 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 ³³ highlights that once pubs are lost to other uses it is unlikely that they will be returned to their original use.
- 8.14.2 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 offers greater protection for pubs and also incorporates a permitted development right that allows pub owners to introduce a new mixed use (A3/A4) which should provide flexibility to enhance a food offer beyond what was previously allowed as ancillary to the main pub use.
- 8.14.3 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.
- 8.14.4 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.
- 8.14.5 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.

- 8.14.6 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 12 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 CHW05 – 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 12 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.

Alternative Option

No policy - would not enable the Council to respond to the loss of public houses as set out in evidence. It would also not reflect increased concerns about their loss as assets of community value.

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.

Draft London Plan

Policy SD10 Strategic and local regeneration

Policy D12 Agent of Change

Policy HC5 Supporting London's culture and creative industries

Policy HC6 Supporting the night-time economy

Policy E1 Offices

Policy E2 Low cost 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 land for industry, logistics, and services to support London's economic function.

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. However, as businesses change 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 Brent Cross has planning consent to provide approximately 400,000 m² of office space. Elsewhere in the Borough there is expected to be additional demand for office space. This demand should be met within Barnet's town centres as these are the most sustainable locations.

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 businesses 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 Demand Study (LIDS), West London Employment Land Review (WLELR) and Barnet's Employment Land Review (BELR). The ELR 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.

Employment

- 9.4.2 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.

Office

- 9.4.3 The LOPR and BELR are positive with regards to the need 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 draft 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.

- 9.4.4 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.
 - With office employment in Barnet projected to reach up to 42,000 jobs by 2036, there is 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 (potentially 400,000 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.
- 9.4.5 The Council has taken measures to decrease the vulnerability of the employment market in the Borough by introducing an Article 4 Direction³⁴ to remove the permitted development rights for office and light industrial uses to residential in nine town centres, the LSIS sites 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.
- 9.4.6 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. Subject to the arrival of Crossrail 2 there will be opportunities for jobs creation in the New Southgate Opportunity Area. The Council will work with developers to deliver a range of employment opportunities in town centre locations, especially those with good public transport access.

Industry

- 9.4.7 The London Industrial Land Demand Study (LILDS) identifies Barnet as needing to retain industrial land. This has been translated into draft London Plan Policy E4 which states that Boroughs in the 'retain' category should seek to intensify industrial floorspace capacity following the general principle of no net loss across areas designated Strategic Industrial Location (SIL) and LSIS.
- 9.4.8 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. 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.
- 9.4.9 Intensification presents challenges for the smaller areas of LSIS in Barnet. The draft London Plan recommends a plot ratio of 65% for either new or redeveloped sites. Proposals for intensification should provide strong justification for not meeting this plot ratio requirement, such as 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).
- 9.4.10 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 B1c and B8. On the edge of town centres a mix of non-office (e.g. B1c) 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.
- 9.4.11 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 draft London Plan Policy D12 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 co-location in LSIS will be resisted including live/ work units.

9.4.12 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. Within the residential uses this will include, triple glazed windows, careful consideration of siting of opening windows and balconies, the inclusion of air filtering mechanisms and high standards of sound insulation.

9.4.13 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 draft 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.

9.5 Article 4 Direction

9.5.1 The Valuation Office Agency Business Floorspace Statistics 2016³⁵ 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 an Article 4 Direction³⁶, restricting the change of use from employment (Use Classes B1a and B1c) to residential use (Use Class C3). The Article 4 Directions came into force in October 2019.

9.5.2 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.

9.6 A Vibrant Local Economy

9.6.1 Barnet's designated Locally Significant Industrial Sites, are the focus for development of Class B1c (light industrial) (business), 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 Class B1a (office) development and light industrial uses appropriate for town centres.

- 9.6.2 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 the best quality industrial land and office space alongside planned growth of new business space.
- 9.6.3 Barnet's Locally Significant Industrial Sites 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 Locally Significant Industrial Sites 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 Proposals Map document.

Table 14 – Barnet's Locally Significant Industrial Sites

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

Site Name	Article 4	Area (ha)
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

- 9.6.4 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. Once this can be demonstrated then partial loss for residential and employment use may be permitted. The impact on local employment will be considered and re-provision, preferably of small business units will be favoured which can secure an equivalent amount of floorspace and level of employment. A financial contribution will be required for employment training where this cannot be delivered satisfactorily on site. Further details are set out in the SPD on Contributions to Enterprise, Employment and Training.
- 9.6.5 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.
- 9.6.6 Proposals for alternative uses within the designated Locally Significant Industrial Sites, will not be supported. Proposals for development of new or extensions to Class B 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 across Barnet by:

Office

- a) Safeguarding office space (Use Class B1a) 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 a minimum 67,000 m² (net) of new office space in District Town Centres, to accommodate small and medium enterprises (SME) and supplement office accommodation (400,000 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 B1b (research and development);
 - Class B1c (light industry);
 - Class B2 (general industry);
 - Class B8 (storage or distribution); and/ or
 - Sui Generis uses, where this use is an employment generating use compatible with an industrial use³⁷;

Other uses will not be permitted.

Any B1(a) 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) Requiring any meanwhile uses in a LSIS to be within the use classes listed in (c).

- g) New industrial/ warehousing space will be expected to locate in a LSIS site. 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.

General

- h) Seeking to protect existing Class B1(a) (office accommodation) and Class B1(c) (light industrial) 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, 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. It can be demonstrated that it will be occupied.
 - ii. The new employment use is small-scale and would contribute towards the Council's regeneration objectives.
 - iii. The new employment space is being provided as part of a meanwhile use.
 - iv. The new use does not have an unacceptable impact on residential amenity.
- 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.

Alternative Options

Retain existing policies (CS8 & DM14) - would not reflect new evidence and the Council's more explicit approach to protect and promote jobs opportunities within office and industrial space. This includes the introduction of an Article 4 Direction and clearer policy support for affordable workspace. A clear strategy for sustainable economic growth should be set out to include criteria that can provide greater flexibility to accommodate needs not necessarily anticipated in the Plan. This policy also allows for flexibility in assessing proposals that fall outside of safeguarded employment locations.

Application of DM14 since 2012 has identified matters that needed further clarification in policy. The draft London Plan 2017 also required Boroughs to develop policy for LSIS.

No policy – would not be in compliance with the NPPF as there is a clear requirement for Local Plan policies to help create the conditions for businesses and industry to invest, expand and adapt.

9.7 Affordable Workspace

9.7.1 The draft 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.”

9.7.2 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.

9.7.3 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.
- 9.7.4 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 affordable or low-cost workspace, either on or off-site.
- 9.7.5 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.

- 9.7.6 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 secure, 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 in the Borough's designated employment areas and mixed use development, in Brent Cross, Edgware, New Southgate and District Town Centres should provide affordable or low-cost 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 accelerator space.

Alternative Option

No policy - would not support evidence outlined in the BELR that Barnet should retain its existing stock and provide opportunities for further provision of affordable and flexible workspace to strengthen the local economy. The draft London Plan also highlights the need for London to continue to create a wide range of opportunities to ensure the city is inclusive and to support start-up businesses and SMEs that can bring great benefit to the economy and requires Boroughs to make provision for this in policy.

9.8 Local Jobs, Skills and Training

- 9.8.1 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. 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. 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.
- 9.8.2 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;
 - Local labour;
 - Local suppliers; and
 - End use jobs (where appropriate)
- 9.8.3 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.
- 9.8.4 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.

Alternative Option

Retain existing policy (CS8) – would not reflect updated evidence and market change to specifically set out the Council's requirements on jobs, skills and training. Barnet's Growth Strategy and the draft London Plan place an important emphasis on the need to support the required skills and training at a local level

No policy – would fail to address the skills and training needs of the Borough, which is a fundamental requirement to economic prosperity and growth.

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.

Draft London Plan

Policy D12 Agent of change

Policy GG6 Increasing efficiency and resilience

Policy G1 Green infrastructure

Policy G2 London's Green Belt

Policy G3 Metropolitan Open Land

Policy G4 Local green and 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 London's waterways

Mayor of London Sustainable Design and Construction SPG

Mayor of London All London Green Grid SPG

10.1 Introduction

10.1.2 Ensuring a clean, pleasant and well-maintained environment is a top priority of the Council.³⁸ 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 SPDs on Sustainable Design and Construction and Green Infrastructure prioritise the protection and enhancement of the environment and clarify requirements on the prudent use of natural resources.

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

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

10.2 Reducing carbon emissions in new and existing development

10.2.1 The Mayor of London has set a target for London to become a net 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 some 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 out by the Mayor of London will need to contribute to the carbon offset fund.

10.2.2 New development in the Borough is encouraged 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 should also consider how the building could be retro-fitted to incorporate new technology in the future.

- 10.2.3 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.

Energy Generation

- 10.2.4 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.
- 10.2.5 Most of Barnet is within a Heat Network Priority Area³⁹. 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.

Carbon Reduction

- 10.2.6 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.
- 10.2.7 Major and large-scale development should have a net zero carbon target. For minor development efforts should be made to meet a carbon reduction target of at least 35% beyond the Building Regulations 2017. However, this figure is subject to change due to amendments to the Building Regulations. Developers should utilise the energy hierarchy and renewable technologies to assist them in meeting these targets.
- 10.2.8 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.

- 10.2.9 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, ⁴⁰ 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 2018.	Major, Large scale
Development proposals should make the fullest contribution to minimising carbon dioxide emissions in accordance with the London Plan energy hierarchy	Minor
Proposed development to ensure that every 1 car parking space in 5 has provision or is future proofed to provide a suitable electrical charging point or as agreed in a Travel Plan	Minor, Major, Large scale

Barnet's Existing Housing Stock

- 10.2.10 Nearly 66% of Barnet's housing stock was built before 1944 (compared to a national figure of 40%). The Building Research Establishment Housing Stock Model⁴¹ 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 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.
- 10.2.11 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.

Choosing Sustainable Locations for Development

- 10.2.12 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 aims 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 Sustainable Design and Construction SPD.
- 10.2.13 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 Barnet Sustainable Design and Construction SPD. The greening of the built environment provides a significant contribution to climate change adaptation. Barnet's green areas contribute to urban cooling and act as Barnet's 'green lungs'. Trees and other green vegetation can act as carbon reservoirs, absorbing and storing carbon over long periods of time. Through measures such as the Urban Greening Factor (draft London Plan policy G5) and those outlined in the Green Infrastructure SPD, the Council can enhance Barnet's network of green spaces and its contribution to reducing the urban heat island effect, with any loss of trees or greenspace for private development to be adequately compensated.
- 10.2.14 Other issues that have arisen as buildings have become more heat efficient are the internal air quality and buildings overheating. Policy SI4 of the draft London Plan addresses this issue and provides a cooling hierarchy for development. An assessment of heat risk and how a proposed development will manage heat risk should accompany major non residential applications and all applications for residential development and development.

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 SPDs on Sustainable Design and Construction and Green Infrastructure will continue working to deliver exemplary levels of sustainability throughout Barnet in order to mitigate and adapt to the effects of a changing climate) Expect all development

to be energy-efficient and seek to minimise any wasted heat or power and meet the requirements of Policy CDH02.

- c) Development is expected to be in accordance with the Mayor's Energy Hierarchy to reduce carbon dioxide emissions. All major development will be required to demonstrate, through an Energy Statement accordance with Part L of the Building Regulations and draft London Plan polices SI2 and SI3 including compliance with the Mayor's net zero carbon targets.
- d) 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.
- e) All schemes are encouraged to incorporate renewable energy initiatives into development proposals, where feasible.
- f) Expect development to demonstrate how it will manage heat risk in accordance with draft London Plan Policy SI4.
- g) 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.
- h) 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.
- i) 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.

Alternative Options

Retain existing policy (CS13) –would not reflect changes in wider policy or technology to set out the Council's approach to mitigating climate change. The NPPF and draft London Plan set out guidance for local authorities to take a proactive approach to mitigating and adapting to climate change. The preferred policy approach also ensures compliance with other supporting policies and Sustainable Design and Construction SPD.

No policy – would be an unsustainable option and inconsistent with the London Plan, NPPF and vision for the Borough

10.3 Environmental Considerations

Air and Noise Pollution

- 10.3.1 The majority of Barnet's housing growth will take place in areas that already suffer from air and noise pollution particularly along major thoroughfares (Policy GSS11). Within Barnet, emissions from traffic have the most severe and pervasive impact on air quality. 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 Strategy⁴² will be important material considerations in assessing proposals. All major and large scale developments will be required to submit an Air Quality Assessment with planning applications and necessary mitigation proposals designed. Minor development will also be required to provide an Air Quality Assessment where development could potentially cause significant harm to air quality.
- 10.3.2 Developers are also encouraged to consider how the design of public realm and planting schemes can benefit air quality in and around a development.
- 10.3.3 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 Sustainable Design and Construction SPD.

Table 17 Air quality requirements

	Development scale
Where development could potentially contribute to a worsening of local air quality an air quality assessment will be 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 permitting⁴³ - 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 appendix 5 and appendix 6 of the Mayor of London's Sustainable Design and Construction SPG	Mixed user 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 air extracts appropriately to avoid nuisance to neighbouring occupiers.	All Class A3, A4 and A5 development
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	Major, Large scale

10.3.4 Persistent and intermittent noise from a range of sources including transport, mechanical plant, construction and congregations of 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 draft London Plan Policy D12, 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 the 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. Table 18 below provides information on when noise assessments are required, further guidance on noise quality is provided in the Sustainable Design and Construction SPD.

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.	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. 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

Contaminated Land

10.3.5 For potentially contaminated land, the developer 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 investigations should consider both the possible risk to future users of the site 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 report verifying that the works have been carried out as agreed. If monitoring is required, a monitoring schedule should be identified and agreed with the Council and if necessary the Environment Agency at the time of planning permission. 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 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.

Notifiable Installations

10.3.6 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.

Construction

- 10.3.7 Building works can be hugely disruptive and cause nuisance in terms of vibration, air quality and noise. In addition traffic management, storage and waste can also be problematic. Therefore all developments should demonstrate compliance with the Considerate Constructors Scheme.

Flooding and Water Management

- 10.3.8 Under the Flood and Water Management Act 2010, the Council has full responsibility for managing flood risk from surface water, groundwater and ordinary watercourses. One of the major impacts of climate change will be to increase risk of flooding from watercourses in Barnet. The Borough has 14kms of streams and brooks prone to fluvial flooding and sewers prone to surface water flooding). Barnet has developed in partnership with other west London Boroughs a Strategic Flood Risk Assessment (SFRA). This complements the Barnet Local Flood Risk Management Strategy (LFRMS) 2017. Together these assessments 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.
- 10.3.9 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 flood risk. The LFRMS identifies 33 Critical Drainage Areas (CDAs) which 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.
- 10.3.10 The Council has also established a Sustainable Urban Drainage Systems (SUDS) Approving Body (the "SAB") for the approval of proposed drainage systems in new developments and redevelopments, subject to exemptions and thresholds. In order to be approved, the proposed drainage system would have to meet new national standards for sustainable drainage. The Sustainable Design and Construction SPD provides guidance on the use of SUDS to enable better control of water during periods of peak rainfall. All major developments are required to complete a SUDS Assessment.

10.3.11 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 development⁴⁴ presents the 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 Sustainable Design and Construction SPD.

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 ⁴⁵ development is proposed in areas of flood risk ^{46,47} .	Minor ⁴⁸ , 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 ⁴⁹ 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 except for minor development ⁵⁰
Developments will be required to demonstrate how they have considered the London Plan drainage hierarchy (Policy 5.13: 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.	Large scale
Where planning permission is required for hardsurfacing porous materials should normally be used.	Householder, Minor, Major, Large scale

Water Quality and Supply

10.3.12 Barnet's main water courses are of fair to poor chemical quality according to the Environment Agency. Water pollution can also affect the supply of water for leisure, industrial and agricultural uses and have a harmful impact upon riverside habitats. The Council will work with the Environment Agency to restrict development which may threaten the quality of either ground or surface water. New development must be efficient in using water, seeking wherever possible to reduce consumption as described in Table 20 below. This can be achieved through grey water systems and rainwater harvesting. Further details on recommended technologies are set out in the Sustainable Design and Construction SPD.

Table 20 Water efficiency requirements

	Development Scale
New dwellings should be designed to ensure that a maximum of 105 ⁵¹ litres of water is consumed per person per day.	Minor, Major, Large scale

Watercourse Restoration

- 10.3.13 Barnet's rivers have been hugely altered from their natural state. 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. Wherever possible, rivers and watercourses should be restored to a more natural state in order to improve biodiversity and help reduce the speed of run off.
- 10.3.14 The Council is working 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. 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.
- 10.3.15 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), removal of hard structures such as revetments and toe-boards and their replacement with softer engineering features will help naturalise the river course. The London Rivers Restoration Action Plan and associated website (www.therrc.co.uk) 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 will expect the following in assessing development proposals :
- a) to improve air quality proposals should 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, off-site measures to improve local air quality should be explored, and may be acceptable, including tree

planting in the immediate area, provided that equivalent air quality benefits can be demonstrated.

- 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 Sustainable Design and Construction SPD. The Council will apply the Agent of Change principle in accordance with Draft London Plan Policy D12.
- c) Development should provide Air Quality Assessments and Noise Impact Assessments in accordance with Tables 15 and 16 together with Barnet's SPD on Sustainable Design and Construction.
- 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. 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.
- g) Development should demonstrate that it will not cause harm to the water environment, water quality and drainage systems. Development should demonstrate compliance with the London Plan drainage hierarchy for run off especially in areas identified as prone to flooding from surface water runoff. All new development in areas at risk from fluvial flooding must demonstrate application of the sequential approach and exception tests set out in the NPPF (paras 155 to 165) and provide information on the known flood risk potential of the application site. No development should increase the risk of flooding elsewhere. Development should utilise Sustainable Urban Drainage Systems (SUDS) in order to reduce surface water run-off and ensure such run-off is managed as close to its source as possible subject to local geology and groundwater levels.
- h) Development proposals must demonstrate compliance with water efficiency standards set out in Table 20 and detailed in Barnet's Sustainable Design and Construction SPD.

- i) Development proposals will wherever possible be expected to naturalise a water course, ensure an adequate buffer zone is created and enable public accessibility. Where appropriate, contributions towards river restoration and de-culverting will be expected.

Alternative Option

Retain existing policy DM04 – this would not reflect updated evidence and link with new guidance including Barnet’s Sustainable Design and Construction SPD and the NPPF as well as the draft London Plan. Policy needs to highlight the use of Sustainable Urban Drainage Systems. Planning policies and decisions should contribute to and enhance the natural and local environment and the preferred policy approach sets out ways for the Borough to do this in line with overarching policy.

No policy – would not provide a proactive approach to consider the impacts of development on the environment. Barnet has specific challenges with regards to air and water quality and noise that need to be managed effectively. Therefore a lack of policy to help solve or mitigate these issues would fail to address existing issues in the Borough. Furthermore, a lack of policy would also fail to comply with national and regional policy.

10.4 Dealing with Waste

- 10.4.1 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.
- 10.4.2 The draft 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 draft 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.

- 10.4.3 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.
- 10.4.4 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.

Policy ECC03 – Dealing with Waste

The Council will encourage sustainable waste management by:

- a. promoting waste prevention, re-use, recycling, composting and resource efficiency over disposal.
- b. 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.
- c. designating sites through the NLWP to meet an aggregated apportionment target across the seven North London Boroughs. These sites will be the principle locations considered suitable for waste facilities.
- d. safeguarding all existing waste facilities in Barnet.
- e. utilising additional waste capacity at Scratchwood Quarry as set out in the Schedule of Proposals

Alternative Option

No policy - would not demonstrate Barnet's commitment to working closely with six other North London Boroughs to produce the NLWP and ensure that sufficient land is allocated to manage the amount of waste apportioned through the draft London Plan.

10.5 Green Infrastructure

- 10.5.1 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 (a strategic network of green spaces places and features that thread through and surround urban areas and connect town to country) can facilitate a natural and healthy environment vital to Barnet's success as a place to live. Green Infrastructure also provides a range of environmental benefits including flood water storage, sustainable drainage, urban cooling and access to shady outdoor space. 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.
- 10.5.2 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 and retain, enhance or create green corridors that enable linkages between rural, urban fringe and urban green spaces.
- 10.5.3 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.
- 10.5.4 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
- 10.5.5 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. Barnet's Parks and Open Spaces Strategy (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.

Barnet's Green Belt and Metropolitan Open Land

- 10.5.6 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.

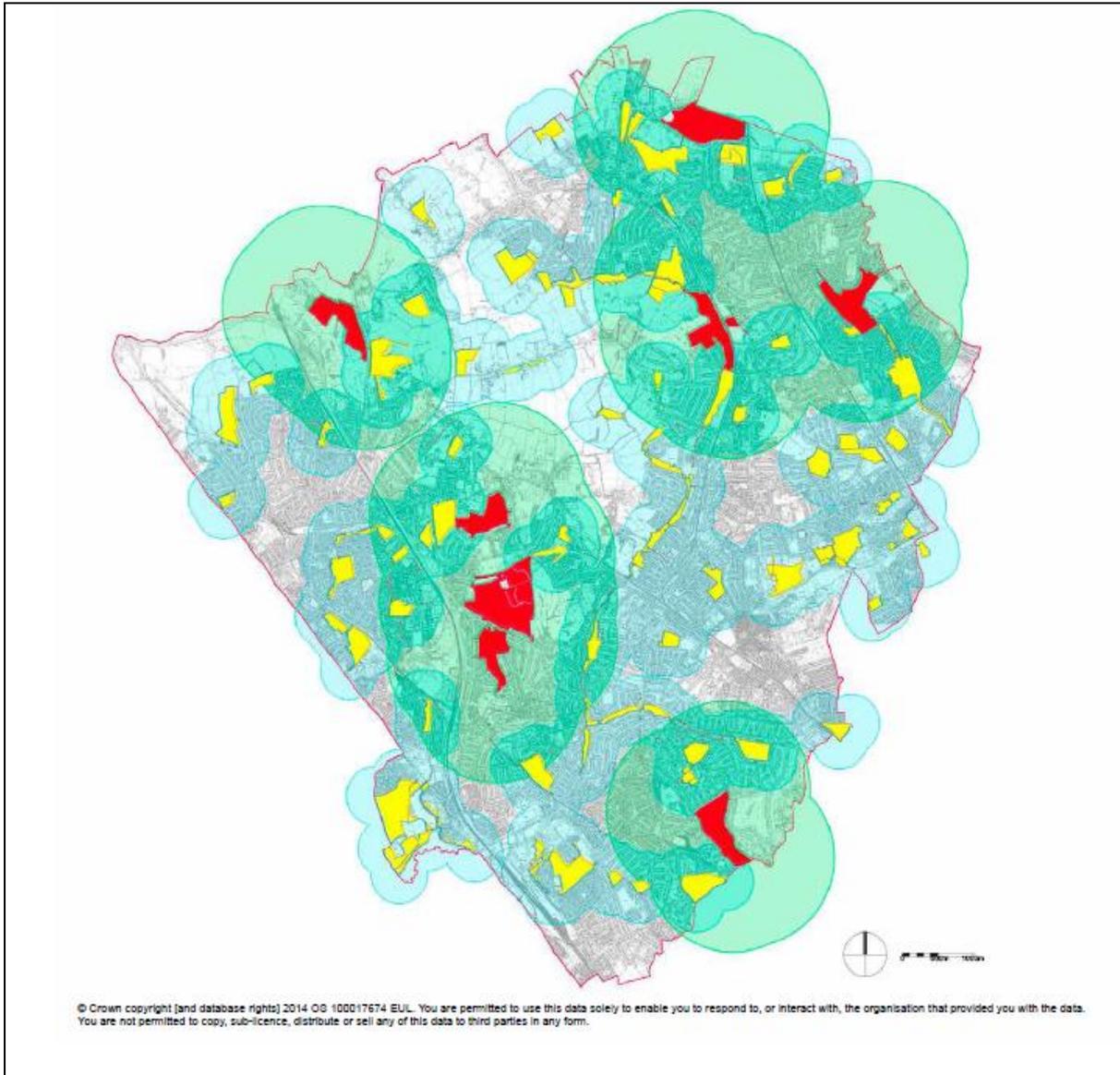
Barnet's Parks and Open Spaces

- 10.5.7 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.
- 10.5.8 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 Spaces⁵².
- 10.5.9 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);
 - Sports pitches (0.75 hectares per 1,000 residents);
 - Parks (1.63 hectares per 1,000 residents); and
 - Natural green spaces (2.05 hectares per 1,000 residents).
- 10.5.10 In a follow up to the 2009 Assessment, Barnet's Parks and Open Spaces Strategy (BPOSS) 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.

- 10.5.11 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 the Council's BPOSS as being of low quality and low value may sometimes be acceptable.
- 10.5.12 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.
- 10.5.13 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.

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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10.5.14 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).

10.5.15 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.

Children’s Play Facilities

10.5.16 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 playspace in private residential developments. Children’s play spaces should also be provide 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.

Playing Pitches and Outdoor Sports

10.5.17 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; Cophall which provides facilities for football, cricket, rugby and athletics; and West Hendon which provides facilities for football and tennis. These strategic sports hubs are set to become important destinations for healthy and active lifestyles. Further details on these strategic hubs is set out at Policy GSS13.

Natural and Semi Natural Space

10.5.18 The Borough contains one Site of Special Scientific Interest – the Welsh Harp 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 Council 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 will be improved as part of the regeneration proposals for West Hendon.

10.5.19 The Council would prefer to maintain networks of natural habitats by avoiding their fragmentation and isolation and will therefore seek to 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. Barnet's Sustainable Design and Construction SPD and Green Infrastructure SPD provide further guidance on making provision for biodiversity.

Trees

10.5.20 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 air quality and urban heat island and improving our parks.

10.5.21 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.

Sustainable Food Production

10.5.22 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 plots⁵³. 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.

10.5.23 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 encourage 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 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, 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 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 improved to enhance the quality and value of the existing space; or
 - iii. Equivalent or better quality open space provision can be made.

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.

Alternative Option

Retain existing policies (CS7 & DM15) –would miss the opportunity to make more optimal use of Barnet’s open spaces and reflect on new evidence including the Barnet Parks and Open Spaces Strategy

No policy – would not be in compliance with the approach advocated by the NPPF, which requires Local Plans to identify and protect areas of local green space.

Green Belt / Metropolitan Open Land (MOL)

- 10.5.24 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.
- 10.5.25 One of the purposes of the Barnet Green Belt Study was to identify mapping irregularities with regard to land designated as Green Belt / Metropolitan Open Land. This helps create strong defensible boundaries and ensures consistency with NPPF. 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.
- 10.5.26 Through continued positive management of Barnet’s Green Belt and MOL the Council is keen to see improvements to its overall quality and accessibility.
- 10.5.27 This aspiration of improvement and accessibility can be achieved through appropriate development in Green Belt or MOL, policies for which are set out in the NPPF. 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 remediability 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

- i. In accordance with the London Plan, Metropolitan Open Land (MOL) is to be protected from inappropriate development. Development within or adjacent to MOL minimise any adverse impact on the openness of the MOL and respect the character of its surroundings.

Alternative Options

Retain existing policies (CS7 & DM15) – would fail to reflect and comply with changes to policy in the NPPF and draft London Plan.

Alter existing Green Belt / MOL boundaries to release land from these designations – the Council's evidence (Barnet Green Belt and MOL Study 2019) does not support making the case needed to demonstrate that exceptional circumstances exist sufficiently to justify making revisions to the existing Green Belt / MOL boundaries.

No policy – would rely on national and regional policy to protect Green Belt and Metropolitan Open Land. Although appropriate to rely on such a policy framework the Local Plan needs to provide a strong message about the importance of Green Belt and MOL to Barnet.

10.6 Biodiversity

- 10.6.1 Development proposals should consider any impact on areas designated for nature conservation, protected species and habitat/species. The draft 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 Barnet's Biodiversity Action Plan. In 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.

10.6.2 The Draft London Plan has introduced the Urban Greening Factor as a generic model to determine the appropriate provision of urban greening in new developments. Further details are set out in Draft London Plan Policy G5.

10.6.3 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 Sustainable Design and Construction 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
A development proposal should provide an ecological statement as part of a submission which demonstrates how protection of biodiversity and habitat quality will be achieved. This statement should provide recommendations on where enhancements to biodiversity can be made.	Major & Large scale

10.6.4 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 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.

10.6.5 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 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 Significance	
<ul style="list-style-type: none"> Brent Reservoir (or the Welsh Harp) 	
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"> Sulloniadis 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 Sites of Importance for Nature Conservation and working with partners including the London Wildlife Trust 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, both through on-site measures and by contribution to local biodiversity improvements. Consideration of how this aspiration can 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
- f) supporting opportunities that facilitate river restoration, if appropriate, 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.

Alternative Option

Retain existing policy (DM16) – would not reflect updated evidence including the opportunity to introduce the requirements of the Green Infrastructure SPD as well as the Urban Greening Factor.

No policy – would not be in compliance with the NPPF or draft London Plan. The NPPF clearly outlines the importance of planning policies and decisions to protect and enhance sites of biodiversity. Additionally, the London Plan also provides guidance for London Boroughs on SINC's and the need for Local Plans to protect and seek opportunities to create more habitats that are of particular benefit in a more urban context.

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.

Draft London Plan

Policy GG3 Creating a healthy city

Policy D12 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 Freight and servicing

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. Barnet's 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.

11.3 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 These rail and underground services cater for radial travel into London, but public transport options for other trips are more limited. Few stations currently benefit from Step Free Access. The bus service is the only public transport option available for orbital trips and public transport links to destinations north of the Borough are limited.
- 11.3.3 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*⁵⁴, 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.
- 11.3.4 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 2007⁵⁵, 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.
- 11.3.5 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.

Proposed Changes to the Public Transport Network

- 11.3.6 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.
- 11.3.7 Plans are currently being prepared by TfL to replace the existing Colindale Station with new capacity to meet the needs of the growing population as well as provide step-free access. The new replacement station is expected to be in place by 2022 and is being funded by contributions from the Peel Centre development as well as the Council and TfL.
- 11.3.8 **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. 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. WLO services are expected to start by 2026 at the earliest.
- 11.3.9 **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 is 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 earliest the scheme can open is 2033. The land at Oakleigh Road South, (currently identified as a Locally Significant Industrial Site (LSIS) is safeguarded for Crossrail 2 and this safeguarding will be reflected on 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 draft London Plan) is coordinated and benefits both existing and new residents.

11.4 Sustainable Transport

11.4.1 Promoting a sustainable passenger and freight transport network is essential to ensuring the delivery of sustainable development in the Borough. 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.

Walking and Cycling in Barnet

11.4.2 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 to the individuals from derived from partaking in exercise.

11.4.3 Walking is an important mode of travel for short journeys (31% of all trips⁵⁶), 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. However, 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.

11.4.4 The draft 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.

11.4.5 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.

Promoting Active Travel and Improving Health

- 11.4.6 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.
- 11.4.7 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 with the Mayor of London 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 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 included⁵⁷ 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.
- 11.4.8 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 2000⁵⁸) 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.
- 11.4.9 The Council will seek to ensure that any new transport interchanges are designed to help address personal safety issues and reflect Secured by Design. 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.
- 11.4.10 The Council will ensure that School Travel Plans (STPs) in Barnet are an effective tool for helping to manage air quality. It will 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 and improved cycle parking facilities, and will encourage more children to walk and cycle to and from school.

More Environmentally Friendly Transport Networks

- 11.4.11 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.
- 11.4.12 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. In Barnet's Sustainable Design and Construction SPD 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
- 11.4.13 Travel planning associated with major developments also has a role to play in encouraging use of more sustainable transport modes. At Brent Cross for example, the developers have submitted a framework travel plan for all land uses as part of the outline application.
- 11.4.14 Efficiencies in the freight sector 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 major 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.

- a) In particular the Council will:
- i. Support delivery of new transport infrastructure identified in Policy TRC02;
 - ii. Refuse proposals that have an unacceptable impact on highway safety or a severe impact on the road network; and

- 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.
- b) For all major development proposals, the Council will require:
- i. A Transport Assessment setting out how the proposal mitigates any adverse 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 modes of transport; and
 - iii. A Construction Management and /or Delivery and Servicing Plans to control vehicle movements, servicing and delivery arrangements.

Alternative Option

Retain existing policies (CS9 & DM17) –would miss an opportunity for the Council to clearly set out how it will encourage sustainable travel and promote alternative forms of transport to the private vehicle. It also provides opportunity to update policy to support the Healthy Streets Approach.

No policy – would not reflect the Borough’s desire to support alternative forms of transport to the private car. The Local Plan also sets out its growth strategy, which needs to be supported by a comprehensive sustainable transport network.

11.5 Investing in Infrastructure

11.5.1 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.

Ensuring Efficient Use of the Local Road Network

- 11.5.2 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.
- 11.5.3 Construction maintenance and utility work can have a serious impact on the transport network. Therefore the Council will require submission and approval of Construction Management Plans before works are carried out.
- 11.5.4 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.

Delivery of High Quality Transport Systems in Growth Areas

- 11.5.5 Major growth across Barnet provides opportunities to deliver high quality transport improvements in a planned and structured manner, and closely coordinated 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, Travel Plans, negotiated planning (S106) and highway agreements (S278), planning conditions and delivery plans. These demonstrate how such mixed use proposals with phased delivery and monitoring programmes will deliver travel requirements in a way that is manageable and appropriately funded, with residential development being located in close proximity to everyday services and facilities. Outside these areas the Council requires Transport Assessments and Travel Plans as set out in Policy TRC01.
- 11.5.6 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 levels of physical ability. At Brent Cross efficient use of the transport system will be assisted by utilising existing spare and future new planned capacity on the rail network, particularly in the contra peak direction.

- 11.5.7 Town centres, such as Edgware and Golders Green as well as Brent Cross Shopping Centre are already public transport hubs. Such hubs can benefit from further investment in improving accessibility, including walking and cycling routes. Brent Cross regeneration includes a new bus station. The area will benefit from new and enhanced bus services, including better bus links between Brent Cross, Colindale and neighbouring boroughs as well as a bus-based rapid transit system. 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.
- 11.5.8 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.
- 11.5.9 These approaches set the basis for the preparation of detailed transport mitigation proposals 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), S.106 and other contributions from development.
- 11.5.10 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. Charging facilities are now also available from some on street carparking spaces and car parks. For more detail on electric car charging points see <https://tfl.gov.uk/modes/driving/electric-vehicles-and-rapid-charging>.
- 11.5.11 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;
 - ii. A new bus station at Brent Cross;
 - 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) on the line;
 - v. Crossrail 2 at New Southgate;
 - vi. New bus stopping arrangements in North Finchley to allow for redevelopment of the bus station for commercial uses;
 - vii. Feasibility of other public transport improvement projects will be explored as appropriate.
- b) The Council will bring forward a Transport Strategy and seek to deliver further transport proposals in due course. It will work with Highways England, TFL, Network Rail and others to deliver schemes identified within the transport strategy 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

Alternative Option

No policy –would miss the opportunity for the Council to set out how new transport infrastructure will support the travel needs of a growing population and future development that is planned across the Borough. Lack of a specific policy on transport infrastructure would not be compliant with the NPPF, draft London Plan or the Mayor’s Transport Strategy. It is also inconsistent with the need to address the challenges of orbital travel in the Borough as well as supporting the other strategies for growth, which must be underpinned by a measured and planned transport network.

11.6 Parking

11.6.1 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 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.

11.6.2 Barnet's Car Parking Study sets out the basis for the 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 with sensitivity to local circumstances. The accessibility of individual locations will be taken into consideration, based on:

- The overall public transport accessibility level (PTAL);
- Orbital PTAL;
- Parking stress including the level of on-street parking control;
- Population density and parking ownership of surrounding areas;
- Location (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.

11.6.3 Appropriate parking for disabled people 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. Uses which don't have parking standards set out in the draft London Plan will be required to be assessed by the developer as part of the Transport Assessment.

11.6.4 By encouraging the use of car clubs, the Council will seek appropriate parking ratios in locations with the highest public transport accessibility, 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,

- 11.6.5 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 Controlled Parking Zones (CPZ) the Council will restrict new occupiers from obtaining car parking permits through a legal agreement. This will help reduce parking congestion in town centres for other users. Where development proposals are on the edge of a CPZ, to ensure there is sufficient on street capacity, a parking survey will be required of the streets outside the CPZ. The scope of the parking surveys must be agreed in advance with the Council.
- 11.6.6 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.
- 11.6.7 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.
- 11.6.8 Parking for bicycles and electric vehicle charging points will generally be provided in accordance with the draft London Plan⁵⁹ for all new development or as agreed in a Travel Plan. Edgware Town Centre is identified in the draft London Plan⁶⁰ 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.

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	up to 1.25	up to 1.5
1	up to 1.25	up to 1.5
2	up to 1	up to 1.25
3	up to 0.75	up to 1
4	up to 0.5	up to 0.75
5	Car free - 0.5†	Car free - 0.5†
6	Car free	Car free

*Where small units (generally studios and one-bedroom flats) make up a proportion of a development, parking provision should reflect the resultant reduction in demand so that provision across the site is less than 1.5 spaces per unit.

†Where CPZ's are in place and orbital PTAL is calculated to be equal to or greater than 4, development should be car-free.

Policy TRC03 – Parking Management

The Council will expect development to provide parking in accordance with the draft London Plan standards (Policy 6.13 Parking), except in the case of residential development.

- a) The Council will expect residential development to provide parking in accordance with Table 23.
- b) Where car free residential development is proposed in areas of PTAL 5 and 6 a CPZ should be place within the immediate vicinity of the development before occupation.
- c) Residential parking permits will only be available to Blue Badge holders in car free developments. Elsewhere in the Borough Disabled Persons parking should be provided in accordance with Draft London Plan Policy T6.1.
- 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 draft London Plan Standards.
- f) Electric Vehicle charging points to be delivered in accordance with draft London Plan Standards.
- g) Spaces should be available for car club vehicle parking along with car club membership for future residents of the development.
- h) Appropriate provision should be made for efficient deliveries and servicing.

Alternative Option

Retain existing policy (DM17) – this would fail to reflect updated evidence on car parking. A revised policy was also considered the preferred approach to conform with the draft London Plan. Policy DM17 considered car parking within a more general context, whereas it is considered more appropriate to consider parking management separately from the Council's policy on providing sustainable travel

No policy – a lack of parking management policy would inevitably result in an increase in the number of parking spaces provided within development proposals, which would not support a sustainable pattern of development, nor would it be in compliance with the NPPF or draft London Plan. A lack of parking management

would also have impact on the viability of development, increased car use and therefore congestion and poor air quality.

11.7 Digital Communication

- 11.7.1 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.
- 11.7.2 According to Ofcom⁶¹ 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 As rents rise 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. 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.
- 11.7.3 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 (eg 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.

- 11.7.4 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. 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
- vi. 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 to ensure continued signal reception should be provided.

Alternative Option

Retain existing policy (DM18) – would miss an opportunity to ensure that structures of 3 storeys or more do not interfere with existing broadcast and electronic communications services, particularly CCTV. The draft London Plan also outlines the importance of the provision of digital infrastructure as a fundamental requirement for development, in the same way as energy or water. With advances in technology and communications it is also important to set clear policy on appropriate design measures to ensure there are no adverse impacts on the surrounding area.

No policy – would not comply with national or regional policy to potentially allow uncontrolled and inappropriately located equipment. The preferred policy approach has also set out to support improved communication networks and a recognition of the importance of high speed broadband and connectivity.

12 Chapter 12 - Delivering the Local Plan

12.1 Introduction

12.1.1 The planning process has two 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) and S106 planning obligations. Planning obligations are used for requirements not funded by CIL.

12.2 Infrastructure delivery

12.2.1 The Infrastructure Delivery Plan (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);
- Infrastructure providers have been involved in the IDP process to align their priorities and resources with delivery of the Local Plan vision and objectives.

12.2.2 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 will 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 to a lesser extent because of its more limited role, S106 planning obligations.

12.3 Community Infrastructure Levy

12.3.1 The Government is preparing to implement legislative reforms to the system of developer contributions. Upon this basis the Council will make any necessary changes to its CIL or approach to s106.

12.4 Planning obligations

- 12.4.1 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.
- 12.4.2 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.
- 12.4.3 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.
- 12.4.4 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.

12.5 Viability

12.5.1 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.

12.5.2 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.

12.6 Working with partners

12.6.1 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.

12.6.2 Barnet's Initial 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. As a minimum this demonstrates how we meet the Duty to Cooperate.

12.6.3 The Council will ensure that a consistent approach is taken in relation to Growth Areas and town centres which adjoin or cross borough boundaries.

12.7 Monitoring

12.7.1 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.

12.8 **Enforcement**

- 12.8.1 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.

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 (Feb 2019)
 Barnet Public Houses Review (2018)
 Barnet Tall Buildings Update (2020)
 Barnet Key Facts Evidence Paper (emerging)

To be published at Reg 19

Barnet Infrastructure Delivery Plan (emerging)
 Barnet Heights Strategy (emerging)
 Barnet Local Plan Viability Assessment (to be commissioned)

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)

To be published

West London Employment Land Review (2019)

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 Annex 1 – Schedule of Site Proposals

14.1 Background

14.1.1 The Local Plan quantifies the projected level of growth and identifies the supply of sites needed to meet this growth.

14.1.2 The sites identified in the Local Plan Schedule of Proposals are derived from the following sources:

- Nominated through the Call for Sites process by landowners and developers seeking to realise development potential. These include public-sector partners such as Transport for London, Middlesex University, the NHS, as well as the Council. The sites 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.

14.1.3 As part of the evidence gathering for the Local Plan the Council conducted an extensive call for sites in 2017-18; previous call for sites took place in 2009, 2010 and 2015.

14.1.4 To be included 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.

14.1.5 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 the following 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.

- 14.1.6 Physical or environmental factors, such as flood risk (as identified in the 2018 West London Strategic Flood Risk Assessment), or conservation areas, are acknowledged as potentially further restraining development capacity, although these constraints are not absolute.
- 14.1.7 Sites with an existing planning permission are included in the Housing Trajectory and are not part of this Schedule of Proposals.
- 14.1.8 The sites set out in the Schedule have the potential to be brought forward for development, subject to a suitable development proposal being submitted to and approved by the Council. The Council will not itself carry out the development.
- 14.2 Assessing Indicative Residential Capacity of Sites**
- 14.2.1 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.
- 14.2.2 The sustainable residential quality (SRQ) density matrix from the London Plan (2016) was used to provide a standard means of calculating indicative residential capacity. The matrix, which is based on PTALs, is set out below.

Figure 4: Sustainable Residential Quality 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

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 an International, 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.

14.3 Relationship of Site Proposals to Other Planning Documents

Opportunity Area Planning Frameworks/ Area Action Plans

- 14.3.1 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. These are identified in the London Plan.
- 14.3.2 Brent Cross Cricklewood – The London Plan identifies 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 shown as a Regeneration Area in the 2012 Local Plan, Brent Cross / Cricklewood is now identified as three individual Growth Areas in this Local Plan: Brent Cross, Brent Cross West / Staples Corner and Cricklewood Town Centre.
- 14.3.3 Colindale-Burnt Oak – The London Plan identifies 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 shown as a Regeneration Area in the 2012 Local Plan, Colindale is now identified as a Growth Area in this Local Plan.
- 14.3.4 New Southgate – The draft London Plan identifies New Southgate as an Opportunity Area. A planning framework will be produced jointly with the GLA, LB Enfield and LB Haringey. This will assess the development capacity of this area in the light of progress on Crossrail 2.

- 14.3.5 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 a Growth Area in this Local Plan.
- 14.3.6 Town Centre 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), Edgware Town Centre Framework (2013), Finchley Church End Town Centre Strategy (2012) and New Barnet Town Centre Framework (2010).

Growth Areas

- 14.3.7 The Local Plan Growth Areas are shown on Map 2, the Key Diagram.

Town Centres

- 14.3.8 Boundaries of Town Centres were established in the 2012 Local Plan and remain unchanged. Town centre sites are included as those that are within 400 metres of a Town Centre boundary.

Major Thoroughfares

- 14.3.9 Major Thoroughfares are shown in Map 2 of the Local Plan. Major Thoroughfare sites are those that are not within a Growth Area or Town Centre but are located on a Major Thoroughfare.

Estate Renewal and Infill

- 14.3.10 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.

Major Public Transport Infrastructure

- 14.3.11 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.

North London Waste Plan

14.3.12 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.

Neighbourhood Plans

14.3.13 Neighbourhood Plans can allocate sites of local, non-strategic importance. A Neighbourhood Plan at West Finchley is being produced.

Local Plan Policies Map

14.3.14 The Local Plan Policies Map provides the spatial expression of the Council's planning policies. The Changes to the Policies Map document sets out revisions since 2012.

Assessment of Development Proposals on Sites

14.3.15 The Council will apply adopted Local Plan Policy and developer requirements together with the London Plan and national planning guidance when 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.

14.3.16 Proposals on sites over one hectare will require a screening opinion for Environmental Impact Assessment to accompany the submission of any planning applications.

14.4 List of Sites – Summary Table

Site No.	Site	Ward	Address	Indicative Units	Non-residential Uses
1	Church Farm Leisure Centre	Brunswick Park	Burlington Rise, Brunswick Park, EN4 8XE	12	-
2	North London Business Park (Major Transport Infrastructure)	Brunswick Park	Brunswick Park Rd, Brunswick Park, N11 1NP	1,000	A school, multi-use sports pitch, employment and associated car parking.
3	Osidge Lane Community Halls	Brunswick Park	Osidge Lane, Southgate, N14 5DU	16	75% community uses, school access and retained parking

Preferred Approach

4	Osidge Library & Health Centre	Brunswick Park	Brunswick Park Rd & Osidge Lane, Brunswick Park, N11 1EY	16	50% replacement library and health centre
5	Edgware Hospital (Major Thoroughfare)	Burnt Oak	Edgware Rd, Burnt Oak, HA8 0AD	366	25% hospital continuing in use, with associated car parking
6	Watling Avenue carpark & market (Burnt Oak Town Centre)	Burnt Oak	Barnfield Rd, Burnt Oak, HA8 0AY	229	40% mixed uses (station building, retail and car parking)
7	Beacon Bingo (Cricklewood Growth Area)	Childs Hill	200 Cricklewood Broadway, Cricklewood, NW2 3DU	132	30% leisure uses
8	Broadway Retail Park (Cricklewood Growth Area)	Childs Hill	Cricklewood Lane, Cricklewood, NW2 1ES	1,007	10% mixed uses (retail and community)
9	Colindeep Lane (adjacent to Northern Line) (Colindale Growth Area)	Colindale	Colindeep Lane, Colindale, NW9 6RY	138	-
10	Douglas Bader Park Estate (Estate Regeneration and Infill)	Colindale	Clayton Field, Colindale, NW9 5SE	200	Small quantum of community uses and retail
11	KFC/ Burger King Restaurant (Colindale Growth Area)	Colindale	Edgware Road, NW9 5EB	162	10% A3 to A5 uses
12	McDonald's Restaurant (Colindale Growth Area)	Colindale	157 Colindeep Lane, NW9 6BD	175	10% A3 to A5 uses
13	Public Health England (Colindale Growth Area)	Colindale	61 Colindale Avenue, NW9 5EQ/HT	1,020	5% community uses
14	Sainsburys The Hyde (Major Thoroughfare)	Colindale	Edgware Rd, The Hyde, NW9 6JX	1,309	25% mixed uses (retail, car parking and community)

15	Tesco Coppetts Centre (Major Thoroughfares)	Coppetts	Colney Hatch Lane, Friern Barnet, N11 0SH	397	25% mixed uses (retail, community uses 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	30% mixed uses (retail and office)
17	Danegrove Former Playing Field	East Barnet	Park Rd & Cat Hill, New Barnet, EN4 8UD	148	-
18	East Barnet Library	East Barnet	85 Brookhill Rd, New Barnet EN4 8SG	12	50% community use
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	30% re-provision of community use
21	New Barnet gasholder (New Barnet Town Centre)	East Barnet	Albert Rd, New Barnet, EN4 9SH	190	10% community use
22	Sainsburys (New Barnet Town Centre)	East Barnet	66 East Barnet Rd, New Barnet, EN4 8RQ	199	25% mixed uses (retail, B1 uses and car parking).
23	Bobath Centre (East Finchley Town Centre)	East Finchley	250 East End Rd, East Finchley, N2 8AU	25	75% community uses.
24	East Finchley station carpark (East Finchley Town Centre)	East Finchley	High Rd East, Finchley, N2 0NW	135	30% mixed uses (office and public car parking)
25	East Finchley substation (East Finchley Town Centre)	East Finchley	High Rd, East Finchley, N2 0NL	31	-
26	Park House (East Finchley Town Centre)	East Finchley	16 High Rd, East Finchley, N2 9PJ	44	20% mixed use (replacement community facility)
27	Edgware town centre (Edgware Growth Area)	Edgware	Station Rd, Edgware, HA8	2379	25% retail, office, leisure and community

28	Edgware underground & bus stations (Edgware Growth Area)	Edgware	Station Rd, Edgware, HA8 7AW	2317	30% mixed uses (transport, retail, office and community)
29	Scratchwood Quarry	Edgware	NW7 3JA	-	Waste management
30	Finchley Central Station (Finchley Central Town Centre)	Finchley Church End	Squires Lane/ Nether St/ Crescent St, Finchley N12 (railway verges and airspace above tracks and Finchley Central station)	556	50% mixed uses (transport, retail, offices, 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 carpark	Golders Green	72-76 Manor Park Rd, East Finchley, N2 0SJ	7	-
33	Bunns Lane Carpark (Mill Hill Broadway Town Centre)	Hale	Bunns Lane, Mill Hill, NW7 2AA	43	50% mixed uses comprising hotel and, re-provision of car parking
34	Burroughs Gardens Carpark (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4AU	9	-
35	Egerton Gardens carpark (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 8BD	23	-
36	Fenella (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4BS	60	10% educational uses.
37	Middlesex University Carpark (Middlesex	Hendon	Greyhound Hill, Hendon, NW4 4BT	70	25% for retained replacement car parking

	University and The Burroughs)				
38	Ravensfield House (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4BT	84	10% educational uses.
39	The Burroughs carpark (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4AR	21	-
40	Meritage Centre (Middlesex University and The Burroughs)	Hendon	28-46 Meritage Centre, Church End Hendon NW4 4JT	36	25% retained community uses
41	PDSA and Fuller St car park (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4BE	16	65% retained community uses and housing.
42	Usher Hall (Middlesex University and The Burroughs)	Hendon	The Burroughs, Hendon, NW4 4HE	39	-
43	Army Reserve Depot (Chipping Barnet Town Centre)	High Barnet	St Alban's Rd, Chipping Barnet, EN5 4JX	193	10% mixed uses (community and office)
44	High Barnet Station (Chipping Barnet Town Centre)	High Barnet	Great North Rd, Chipping Barnet, EN5 5P	292	25% mixed uses (public car parking and employment).
45	Whalebones Park	High Barnet	Wood St, Chipping Barnet, EN5 4BZ	149	10% mixed uses (community uses and local green space)
46	IBSA House (Mill Hill East Growth Area)	Mill Hill	The Ridgeway, Mill Hill, NW7 1RN	125	20% B1 uses
47	Mill Hill East Station (Mill Hill East Growth Area)	Mill Hill	Bittacy Hill, Mill Hill, NW7 1BS – airspace above and land adjoining station	127	40% mixed uses (retained rail infrastructure, car parking)
48	Mill Hill Library	Mill Hill	Hartley Avenue, NW7 2HX	19	50% community uses

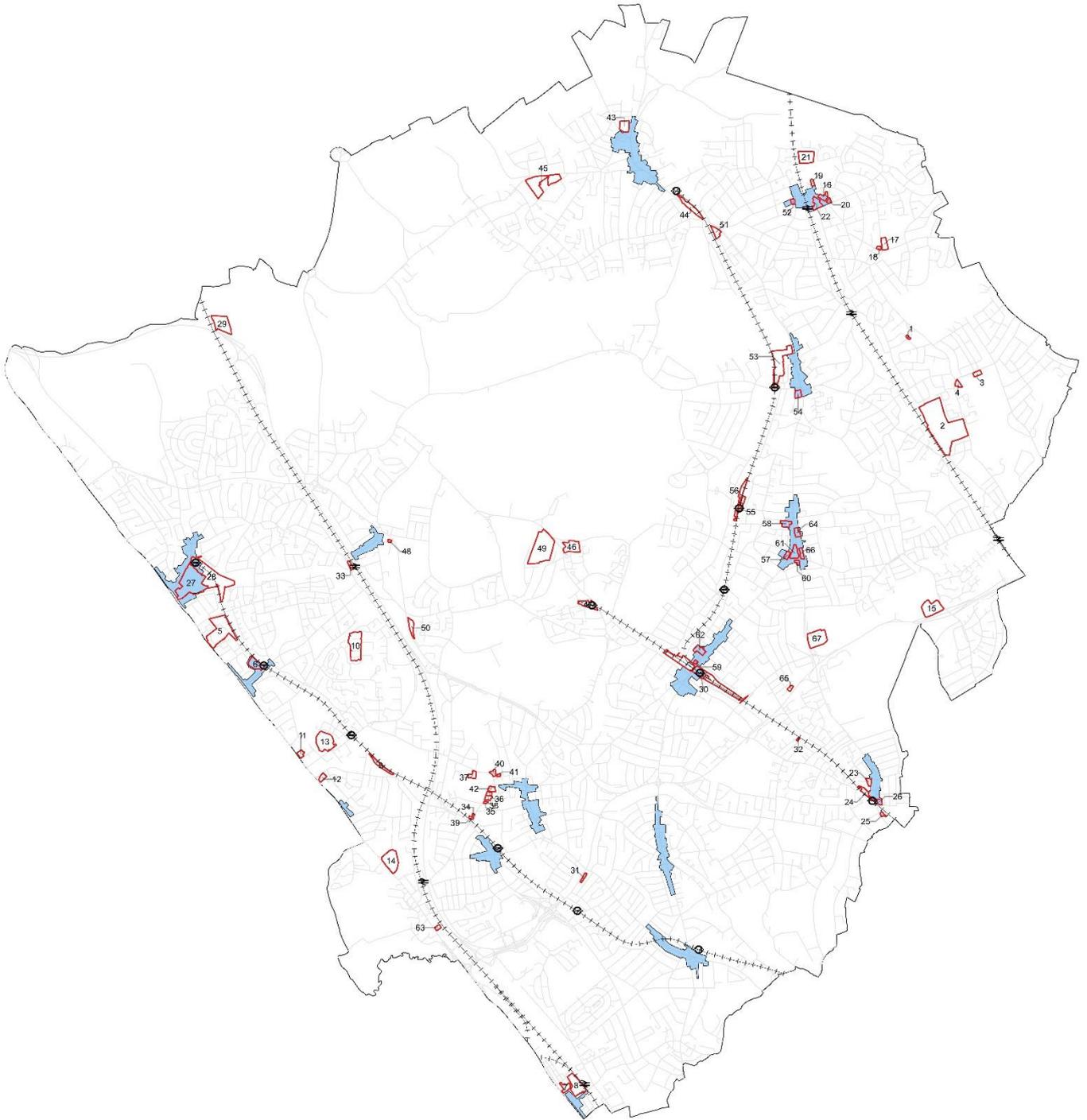
	(Mill Hill Broadway Town Centre)				
49	Watchtower House & Kingdom Hall (Mill Hill Growth Area)	Mill Hill	The Ridgeway, Mill Hill, NW7 1RS/ 1RL	219	60% retained open Green Belt and community uses
50	Watford Way & Bunns Lane (Major Thoroughfare)	Mill Hill	Adjacent to Watford Way, Mill Hill, NW7 2EX	105	-
51	Great North Road Local Centre (Major Thoroughfare)	Oakleigh	Great North Rd, New Barnet, EN5 1AB	84	60% mixed uses (cinema and public house)
52	Kingmaker House (New Barnet Town Centre)	Oakleigh	15 Station Rd, New Barnet, EN5 1NW	61	10% office use
53	Allum Way (Whetstone Town Centre)	Totteridge	Totteridge & Whetstone station/ High Rd/ Downland Close/ Allum Way, Whetstone, N20	888	20% mixed uses (office, B1c, community and car parking)
54	Barnet House (Whetstone Town Centre)	Totteridge	1255 High Rd, Whetstone, N20 0EJ	139	10% community and office use
55	Woodside Park Station east (Existing Transport Infrastructure)	Totteridge	Woodside Park Rd, Woodside Park, N12 8RT	95	20% re-provision of 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	20% mixed uses (retail, office and community)
58	811 High Rd & Lodge Lane carpark (North Finchley Town Centre)	West Finchley	811 High Rd & Lodge Lane, North Finchley, N12 8JT	132	30% mixed uses (retail, office and replacement public car parking)

59	Central House (Finchley Central Town Centre)	West Finchley	1 Ballards Lane, Finchley N3 1UX	48	20% retail and office use
60	Finchley House (key site 3) (North Finchley Town Centre)	West Finchley	High Road & Kingsway North Finchley N12 0BT	202	20% mixed uses (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/ 0GP	281	30% mixed uses (leisure, retail, office, transport, public car parking and community uses)
62	Tesco Finchley (Finchley Central Town Centre)	West Finchley	21-29 Ballard's Lane, Finchley, N3 1XP	170	25% mixed uses (retail, 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	20% retail and office use
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	30% mixed uses (retail, office and cultural)
67	Great North Leisure Park (Major Thoroughfare)	Woodhouse	High Rd, Friern Barnet, N12 0GL	352	40% mixed uses (sports and leisure, community uses and replacement car parking)

14.5 Borough Site Maps

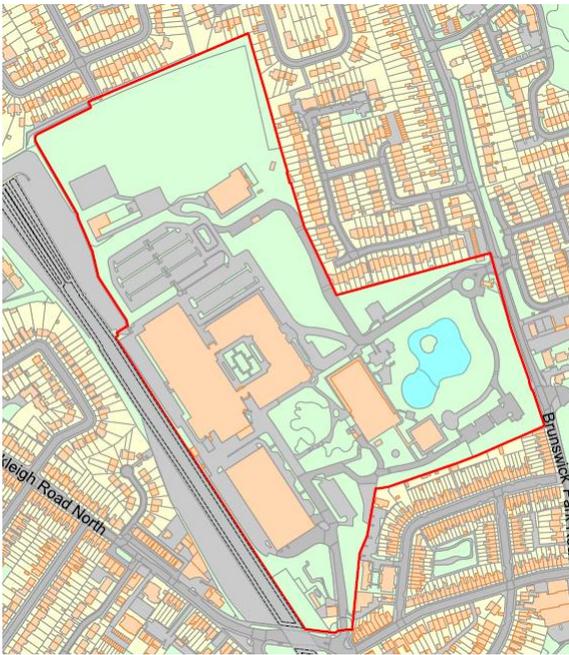
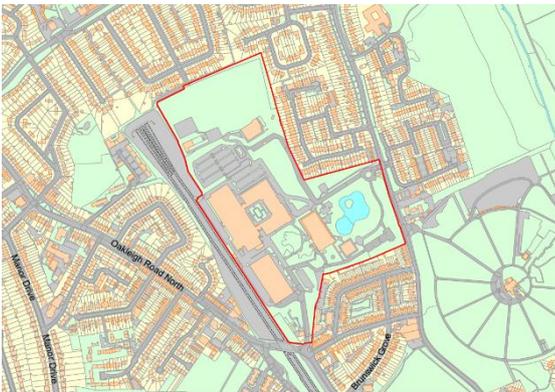
Key

- Site Allocations
- Town Centres
- Road
- Train Lines
- Train Stations
- London Underground Station
- Railway Station



Site No. 1	Site Address:	
Church Farm Leisure Centre	Burlington Rise, Brunswick Park, EN4 8XE	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	
	<p>Site Size: 0.13 ha</p> <p>PTAL 2019: 1B</p> <p>PTAL projected 2031: 1B</p> <p>Ward: Brunswick Park</p>	
Existing or most recent site use/s: swimming pool/ leisure centre	Ownership: Council	
Proposed use type/s: residential-only.	Indicative residential capacity: 12	
Location type: Urban	Site source: Council assets disposal programme	
Applicable Draft Local Plan policies: GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, CHW01, CHW02, TRC01, TRC03	Development timeframe: 5-10 years	
<p>Site description:</p> <p>The site contains a listed building and the nearby St Mary's Church is also listed. Surrounding buildings are of 2-3 storeys. The site includes a Council-owned public swimming pool and leisure centre (to be replaced in 2019-20 by the new leisure centre in Victoria Recreation Ground, New Barnet). The site adjoins the Mill Hill County Secondary School.</p>		
Initial planning considerations:		

The listed building must be carefully incorporated into 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	Site Address:	
North London Business Park (Major Transport Infrastructure)	Brunswick Park Rd, Brunswick Park, N11 1NP	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 16.49 ha</p> <p>PTAL 2019: 1B</p> <p>PTAL projected 2031: 1A/1B</p> <p>Ward: Brunswick Park</p>
		Existing or most recent site use/s: offices, school
Proposed use type/s: Residential-led with a school, multi-use sports pitch, employment and associated car parking.	Indicative residential capacity: 1,000	
Location type: Urban	Site source: Call for sites, Planning Brief	
Applicable Draft Local Plan policies: GSS01, GSS09, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, ECY01, ECY02, ECY03, TRC01, TRC02, TRC03	Development timeframe: 0-5 years	
Site description:		

A large site currently in use for low-rise office buildings, extensive car parking and a secondary school. 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.

Initial planning considerations:

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. 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. For further information refer to the North London Business Park (2016) Planning Brief.

Site No: 3	Site Address:	
Osidge Lane Community Halls	Osidge Lane, Southgate, N14 5DU	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 0.45 ha</p> <p>PTAL (2019): 2</p> <p>PTAL projected 2031: 2</p> <p>Ward: Brunswick Park</p>
Existing or most recent site use/s: community facilities, associated carpark, access road to primary school	Ownership: Council	

Proposed use type/s: residential with 75% community uses, school access and retained parking	Indicative residential capacity: 16
Location type: Urban	Site source: Council assets disposal programme
Applicable Draft Local Plan policies: GSS01, GSS12, HOU01, HOU02, CDH01, CDH02, CHW01, CHW02, ECC02, ECC04, TRC01, TRC03	Development timeframe: 0-5 years
<p>Site description:</p> <p>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.</p>	
<p>Planning considerations:</p> <p>Evidence must be provided that the community halls are no longer required or will be replaced at a suitable location. The Flood Zone 3 designation means that proposals must be subject to the sequential and exception tests and demonstrate how flood risk will be managed and mitigated.</p> <p>Development must not take place on that part of the site designated as MOL. 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 residential context.</p>	

Site No: 4	Site Address:	
Osidge Library & Health Centre	Brunswick Park Rd & Osidge Lane, Brunswick Park, N11 1EY	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 0.39 ha</p> <p>PTAL (2019): 1B/ 2</p> <p>PTAL projected 2031: 1B/ 2</p> <p>Ward: Brunswick Park</p>
		Existing or most recent site use/s: public library and health centre
Proposed use type/s: residential, with 50% replacement library and health centre	Indicative residential capacity: 16	
Location type: Urban	Site source: Council assets disposal programme	
Applicable Draft Local Plan policies: GSS01, HOU01, HOU02, CDH01, CDH02, CHW01, CHW02, TRC01, TRC03	Development timeframe: 0-5 years	
<p>Site description:</p> <p>This is a corner site occupied by a library and health centre, along with associated car parking. The site is adjacent to primary school and an aged care facility. It is also adjacent to Brunswick Park which is Metropolitan Open Land. The site includes areas of landscaping and mature trees which provide an attractive frontage towards the road. Surrounding buildings are largely low-rise residential dwellings, although to the south the care home rises to three storeys.</p>		
Planning considerations:		

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. The site's prominent corner location in the local urban context means that a high-quality design should be pursued, including retention of the mature trees as part of a landscaped area.

Site No. 5	Site Address:
Edgware Hospital (Major Thoroughfare)	Edgware Rd, Burnt Oak, HA8 0AD
	 <p data-bbox="871 1469 1185 1671"> Site Size: 2.87 ha PTAL 2019: 3 PTAL projected 2031: 3 Ward: Burnt Oak </p>
Existing or most recent site use/s: hospital	Ownership: Public (NHS)
Proposed use type/s: hospital continuing in use, with associated car parking; with 25% of site residential.	Indicative residential capacity: 800
Location type: Urban	Site source: Call for sites

<p>Applicable Draft Local Plan policies: GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, ECC02, ECC06, TRC01, TRC03</p>	<p>Development timeframe: 11-15 years</p>
<p>Site description:</p> <p>NHS hospital on a relatively low-density site, with buildings of 1-2 storeys and large areas of surface car parking. Approximately a third of the site lies within Flood Zone 3a. 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. Colindale Station is within approximately ½ km.</p>	
<p>Initial planning considerations:</p> <p>The hospital will continue in operational use and full unrestricted access must be maintained. The Flood Zone 3 designation means that proposals must be subject to the sequential and exception tests and demonstrate how flood risk will be managed and mitigated. The SINC must be protected designation. This location may be suitable for a tall building; further guidance will be provided by the A5 Height Strategy. Improvements to Silk Stream River Corridor required.</p>	

<p>Site No. 6</p>	<p>Site Address:</p>
<p>Watling Avenue carpark & market (Burnt Oak Town Centre)</p>	<p>Barnfield Rd, Burnt Oak, HA8 0AY</p>
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location map</p> <p>Site Size: 1.47 ha PTAL 2019: 5 PTAL projected 2031: 5 Ward: Burnt Oak</p>
<p>Existing or most recent site use/s: car park, station building, shopping parade and market.</p>	<p>Ownership: Council</p>
<p>Proposed use type/s: residential with 40% mixed uses (station building, retail and car parking).</p>	<p>Indicative residential capacity: 229</p>
<p>Location type: Urban</p>	<p>Site source: Call for sites, UDP</p>
<p>Applicable Draft Local Plan policies: GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, CHW02, ECC02, ECC06, TRC01, TRC03</p>	<p>Development timeframe: 5-10 years</p>

Site description:

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.

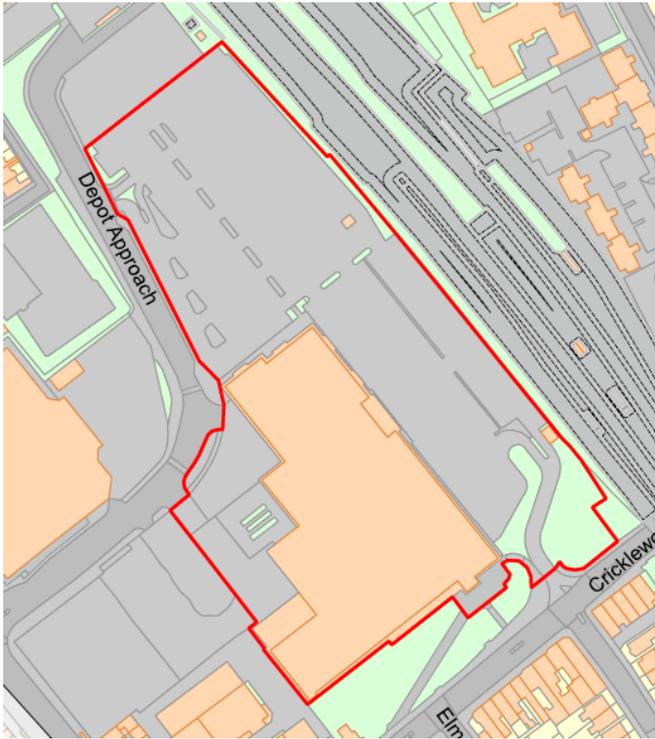
The Silk Stream wraps around the western edge and all of the site is within Flood Zone 3. A Site of Borough Importance for Nature Conservation lies along the watercourse. The Northern Line is along the eastern site boundary, with the Underground and bus routes providing public transport access.

Initial planning considerations:

The Flood Zone 3 designation means that proposals must be subject to the sequential and exception tests and demonstrate how flood risk will be managed and mitigated. Proposals must retain town centre uses along the Primary Retail Frontage. Design proposals must also consider the conservation area status, the designated SINC and ensure protection of the mature trees on the site. Public car parking requirements must be assessed and re-provide as needed. TfL are seeking step-free access at the station and proposals may be required to make a planning contribution towards this. Adjacent to Northern Line therefore noise levels must be mitigated. Improvements to Silk Stream River Corridor required

Site No. 7	Site Address:	
Beacon Bingo (Cricklewood Growth Area)	200 Cricklewood Broadway, Cricklewood, NW2 3DU	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 0.47 ha</p> <p>PTAL 2019: 5</p> <p>PTAL projected 2031: 6A</p> <p>Ward: Childs Hill</p>
		Existing or most recent site use/s: bingo hall
Proposed use type/s: residential with 30% mixed uses (leisure)	Indicative residential capacity: 132	
Location type: Central	Site source: Call for sites	
Applicable Draft Local Plan policies: GSS01, GSS04, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW04, CHW02, TRC01, TRC03	Development timeframe: 0-5 years	
<p>Site description:</p> <p>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.</p>		
<p>Initial planning considerations:</p> <p>Proposals must support the continuing use of the site as a leisure venue. While tall buildings may be permitted in the Cricklewood Growth Area, the design must be mindful of the local context.</p>		

Preparation of a Cricklewood Masterplan will provide further planning guidance.

<p>Site No. 8</p>	<p>Site Address:</p>	
<p>Broadway Retail Park (Cricklewood Growth Area)</p>	<p>Cricklewood Lane, Cricklewood, NW2 1ES</p>	
 <p>Site Map</p>	 <p>Location Map</p>	<p>Site Size: 2.77 ha PTAL 2019: 5 PTAL projected 2031: 5 Ward: Childs Hill</p>
	<p>Existing or most recent site use/s: retail and associated car parking</p>	<p>Ownership: Private</p>
<p>Proposed use type/s: residential-led with 10% mixed uses (retail and community).</p>	<p>Indicative residential capacity: 1,007</p>	
<p>Location type: Central</p>	<p>Site source: Call for sites</p>	
<p>Applicable Draft Local Plan policies: GSS01, GSS04, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CDH08, TOW01, TOW02, CHW01, CHW02, EGY03, TOW02, TRC01, TRC02, TRC03</p>	<p>Development timeframe: 0-5 years</p>	

Site description:

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. The Cricklewood Railway Terraces conservation area lies to the north west of the site. Cricklewood Station is adjacent, and the site is highly accessible by public transport.

Initial planning considerations:

The site is suitable for a residential-led scheme along with retail and community uses. Good public transport access, proximity to town centre facilities and the potential for tall buildings entails that significant intensification is the site is possible. Proposals must also take into consideration the conservation area to the north west and low-rise buildings to the south east. Preparation of a Cricklewood Masterplan will provide further planning guidance.

<p>Site No. 9</p>	<p>Site Address:</p>
<p>Colindeep Lane (adjacent to Northern Line) (Colindale Growth Area)</p>	<p>Colindeep Lane, Colindale, NW9 6RY</p>
 <p>Site Map</p>	 <p>Location Map</p> <p>Site Size: 0.81 ha PTAL 2019: 1A PTAL projected 2031: 2 Ward: Colindale</p>

Existing or most recent site use/s: vacant; surplus railway corridor land.	Ownership: Public (non-Council)
Proposed use type/s: residential-only	Indicative residential capacity: 138
Location type: Urban	Site source: Call for sites
Applicable Draft Local Plan policies: GSS01, GSS06, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CHW02, ECC02, ECC06, TRC01, TRC04	Development timeframe: 11-15 years
<p>Site description:</p> <p>The site is thickly wooded and lies adjacent to the embankment for the Northern Line. The Silk Stream means that approximately half of the site is classified as Flood Zone 3. A Site of Borough Importance for Nature Conservation adjoins the site, and which is also crossed by a green chain route along the Silk Stream. The backland location and watercourse make site access difficult.</p>	
<p>Initial planning considerations:</p> <p>The Flood Zone 3 designation means that proposals must be subject to the sequential and exception tests and demonstrate how flood risk will be managed and mitigated. Design proposals must ensure protection of the mature trees and Green Chain and adjoining SINC. Adjacent to Northern Line therefore noise levels must be mitigated. Proposals must demonstrate how sufficient access to public highway will be secured. Improvements to Silk Stream River Corridor required.</p>	

<p>Site No. 10</p>	<p>Site Address:</p>	
<p>Douglas Bader Park Estate (Estate Regeneration and Infill)</p>	<p>Clayton Field, Colindale, NW9 5SE</p>	
<div style="text-align: center;">  <p>Site Map</p> </div>	<div style="text-align: center;">  <p>Location Map</p> </div>	<p>Site Size: 4.12 ha</p> <p>PTAL 2019: 1B</p> <p>PTAL projected 2031: 1B</p> <p>Ward: Colindale</p>
<p>Existing or most recent site use/s: residential</p>	<p>Ownership: RSL</p>	
<p>Proposed use type/s: residential-led with a small quantum of community facilities and retail.</p>	<p>Indicative residential capacity: 200 (net increase)</p>	
<p>Location type: Urban</p>	<p>Site source: LB Barnet Annual Regeneration Report</p>	
<p>Applicable Draft Local Plan policies: GSS01, GSS10, HOU01, HOU02, HOU05, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, TRC01, TRC03</p>	<p>Development timeframe: 6-10 years</p>	

Site description:

This is a low-rise 1970s-era estate comprising 200 dwellings. The surrounding area is mainly residential. Public transport access is poor.

Initial planning considerations:

Due to high costs and substandard dwellings sizes the owner (Home Group) is seeking extensive redevelopment. Proposals must protect the amenity of existing households while providing sufficient amenity for the new homes. Due to the low PTAL proposals should support transport accessibility improvements.

<p>Site No: 11</p>	<p>Site Address:</p>	
<p>KFC/ Burger King Restaurant (Colindale Growth Area)</p>	<p>Edgware Road, NW9 5EB</p>	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location map</p>	<p>Site Size: 0.44 ha PTAL (2019): 4 PTAL projected 2031: 4 Ward: Colindale</p>
	<p>Existing or most recent site use/s: fast food restaurant and take-away with associated parking</p>	<p>Ownership: private</p>
<p>Proposed use type/s: residential with 10% A3 to A5 uses</p>	<p>Indicative residential capacity: 162</p>	
<p>Location type: Central</p>	<p>Site source: Colindale Area Action Plan</p>	

<p>Applicable Draft Local Plan policies: GSS01, GSS06, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, ECY03, ECC02, CHW02, TRC01, TRC03</p>	<p>Development timeframe: 0-5 years</p>
<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. 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. 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>	
<p>Planning considerations:</p> <p>The site lies within the Colindale Growth Area and is a suitable location for tall buildings, although any proposal must take account of the low-rise nature of residential areas to the rear. Residential uses must ensure the future occupants are protected from air and noise pollution arising from the busy A5/ Edgware Road.</p>	

<p>Site No: 12</p>	<p>Site Address:</p>
<p>McDonald's Restaurant (Colindale Growth Area)</p>	<p>157 Colindeep Lane, NW9 6BD</p>
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location map</p> <p>Site Size: 0.48 ha</p> <p>PTAL (2019): 3</p> <p>PTAL projected 2031: 3</p> <p>Ward: Colindale</p>

Existing or most recent site use/s: fast food restaurant and take-away with associated parking	Ownership: private
Proposed use type/s: residential with 10% A3 to A5 uses	Indicative residential capacity: 175
Location type: Central	Site source: Colindale Area Action Plan
Applicable Draft Local Plan policies: GSS01, GSS06, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CHW02, ECY03, ECC02, TRC01, TRC03	Development timeframe: 0-5 years
<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. 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. 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>Planning considerations:</p> <p>The site lies within the Colindale Growth Area and is a suitable location for tall buildings, although any proposal must take account of the low-rise nature of residential areas to the east and south. Residential uses must ensure the future occupants are protected from air and noise pollution arising from the busy A5 Edgware Road.</p>	

Site No. 13	Site Address:
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<p>Public Health England (Colindale Growth Area)</p>	<p>61 Colindale Avenue, NW9 5EQ/HT</p>	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 4.77 ha</p> <p>PTAL 2019: 3</p> <p>PTAL projected 2031: 3</p> <p>Ward: Colindale</p>
		<p>Existing or most recent site use/s: Research laboratories</p>
<p>Proposed use type/s: residential-led with 5% community</p>	<p>Indicative residential capacity: 1,020</p>	
<p>Location type: Urban</p>	<p>Site source: Call for sites</p>	
<p>Applicable Draft Local Plan policies: GSS01, GSS04, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, ECC06, TRC01, TRC02, TRC03</p>	<p>Development timeframe: 6-10 years</p>	
<p>Site description:</p> <p>The Public Health England research laboratories will be moving to a new facility in Harlow which is expected to be operational by 2025. 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>The south east of the site is close to the Silk Stream is within Flood Zone 3.</p>		
<p>Initial planning considerations:</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. Proposals must demonstrate how flood risk will be managed and mitigated. Mature trees on the site should be protected and proposals must demonstrate how they will be integrated into the landscape. Improvements to Silk Stream River Corridor required.

Site No. 14	Site Address:
Sainsburys The Hyde (Major Thoroughfare)	Edgware Rd, The Hyde, NW9 6JX
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p> <p>Site Size: 3.18 ha PTAL 2019: 2 PTAL projected 2031: 3 Ward: Colindale</p>
Existing or most recent site use/s: supermarket with associated car parking and petrol station.	Ownership: Private
Proposed use type/s: residential with 25% mixed uses (retail, car parking and community).	Indicative residential capacity: 1,309
Location type: Urban	Site source: Call for sites
Applicable Draft Local Plan policies: GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, CHW01, CHW02, ECY03, ECC02, ECC06, TRC01, TRC02 TRC03	Development timeframe: 1-5 years

Site description:

A single-storey out-of-centre supermarket with associated surface carparking and a petrol filling station. The western boundary of the site lies on the busy A5 Edgware Road. To the east is the Silkstream watercourse, along which is a Site of Borough Importance for Nature Conservation. Part of the site lies in Flood Zone 3, with a large part being in Flood Zone 2. Surrounding uses are typically large-scale businesses. Hendon station is within ½ km.

Initial planning considerations:

Development proposals would be expected to follow the relevant policy relating to out of town retail. Car parking requirement must be assessed and re-provided as required. A residential redevelopment of this scale would justify the provision of a small community facility. The design must also mitigate noise and pollution from the Edgware Road. Proposals must manage flood risk and avoid harm to the adjacent Site of Borough Importance for Nature Conservation. Improvements to Silk Stream River Corridor required.

Site No. 15	Site Address:
Tesco Coppetts Centre (Major Thoroughfares)	Colney Hatch Lane, Friern Barnet, N11 0SH
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location map</p> <p>Site Size: 3.12 ha PTAL 2019: 2 PTAL projected 2031: 2 Ward: Coppetts</p>
Existing or most recent site use/s: retail	Ownership: Private

Proposed use type/s: residential with 25% mixed uses (retail, community facilities and car parking).	Indicative residential capacity: 397
Location type: Urban	Site source: Call for sites
Applicable Draft Local Plan policies: GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, CHW01, CHW02, ECY03, ECC02, TRC01, TRC02 TRC03	Development timeframe: 6-10 years
<p>Site description:</p> <p>A large single storey supermarket with extensive associated car parking and a petrol filling station. The site is part of a larger out-of-town retail park with other business units to the west and north east. The site is accessed from the east from Colney Hatch Lane, with the A406 North Circular Road and slip road to the south. Adjacent to the north of the site is Coppetts Wood which is Metropolitan Open Land, a Local Nature Reserve, and a Site of Borough Importance for Nature.</p>	
<p>Initial planning considerations:</p> <p>Development proposals would be expected to follow the relevant policy relating to out of town retail. 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. 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>	

Site No. 16	Site Address:
45-69 East Barnet Rd (New Barnet town centre)	45-69 East Barnet Rd, New Barnet, EN4 8RN
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p> <p>Site Size: 0.60 ha PTAL 2019: 3 PTAL projected 2031: 4 Ward: East Barnet</p>
Existing or most recent site use/s: retail, public house, light industry, petrol service station and residential	Ownership: mixed
Proposed use type/s: residential-led with 30% mixed uses (retail and B1-uses)	Indicative residential capacity: 110
Location type: Urban	Site source: New Barnet Town Centre Framework 2010
Applicable Draft Local Plan policies: GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW02, CHW05, ECY01, ECY02, ECY03, TRC01, TRC03	Development timeframe: 11-15 years
<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</p>	

the site has already been redeveloped with 3-storey residential block. The site is close to New Barnet Station.

Initial planning considerations:

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.

Site No. 17	Site Address:	
Danegrove Former Playing Field	Park Rd & Cat Hill, New Barnet, EN4 8UD	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 0.87 ha</p> <p>PTAL 2019: 2</p> <p>PTAL projected 2031: 2</p> <p>Ward: East Barnet</p>
Existing or most recent site use/s: educational use	Ownership: Council	
Proposed use type/s: residential-only	Indicative residential capacity: 148	
Location type: Urban	Site source: Call for sites	

<p>Applicable Draft Local Plan policies: GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW01, CHW02, TRC01, TRC03</p>	<p>Development timeframe: 5-10 years</p>
<p>Site description:</p> <p>An open, grassed, gently-sloping area falling westward towards Park Road. Although designated for educational use associated with Danegrove Primary School which occupies two sites nearby, the site is unused. The surrounding area is predominantly low-rise residential with allotments along the eastern boundary. There are mature trees along the site boundaries. East Barnet local centre is within 100m.</p>	
<p>Initial planning considerations:</p> <p>The site is suited to residential development given the nature of surrounding development and the proximity to the East Barnet local centre and availability of several bus routes. A process must be undertaken to establish whether the land can be released from its current use linked to Danegrove School. The design must take account of the existing context of low-rise housing.</p>	

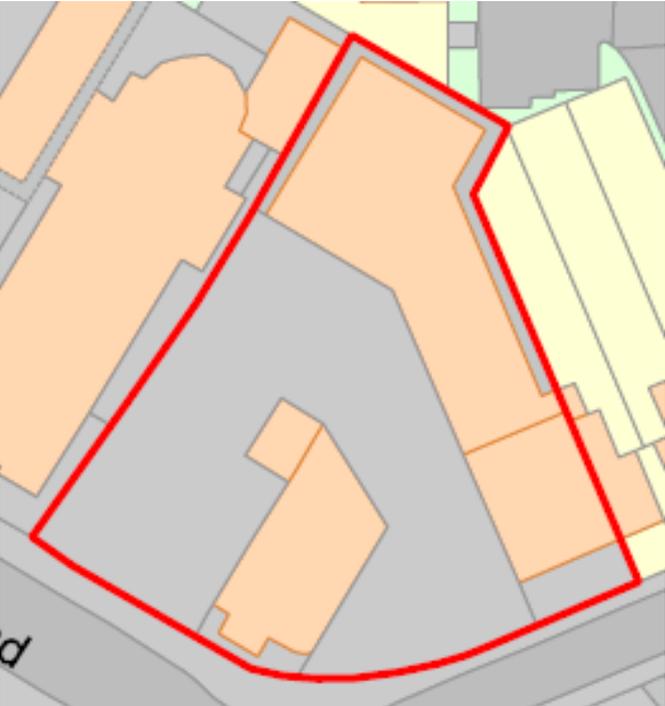
<p>Site No: 18</p>	<p>Site Address:</p>	
<p>East Barnet library</p>	<p>85 Brookhill Rd, New Barnet EN4 8SG</p>	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	
	<p>Site Size: 0.16 ha</p> <p>PTAL (2019): 2</p> <p>PTAL projected 2031: 2</p> <p>Ward: East Barnet</p>	

Existing or most recent site use/s: public library and associated carpark	Ownership: Council
Proposed use type/s: residential with 50% community use	Indicative residential capacity: 12
Location type: Urban	Site source: Council assets disposal programme
Applicable Draft Local Plan policies: GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CHW01, CHW02, TRC01, TRC03	Development timeframe: 0-5 years
<p>Site description:</p> <p>The site has operated as a public library, but the facility is being relocated to share the new leisure centre building being opened at Victoria Park. The location is on a relatively busy crossroads and is within 220m of the East Barnet Village local centre. Opposite the site 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>	
<p>Planning considerations:</p> <p>Retention of a community use may be required. 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. 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	Site Address:
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<p>East Barnet Shooting Club (New Barnet Town Centre)</p>	<p>Victoria Rd New Barnet EN4 9SH</p>	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 0.25 ha</p> <p>PTAL (2019: 3</p> <p>PTAL projected 2031: 3</p> <p>Ward: East Barnet</p>
	<p>Existing or most recent site use/s: shooting range</p>	<p>Ownership: Council</p>
<p>Proposed use type/s: residential-only</p>	<p>Indicative residential capacity: 43</p>	
<p>Location type: Urban</p>	<p>Site source: Council assets disposal programme</p>	
<p>Applicable Draft Local Plan policies: GSS01, GSS08, HOU01, HOU04, CDH01, CDH02, CHW01, TOW01, CHW01, CHW02, TRC01, TRC03</p>	<p>Development timeframe: 0-5 years</p>	
<p>Site description:</p> <p>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.</p>		
<p>Initial planning considerations:</p> <p>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</p>		

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.

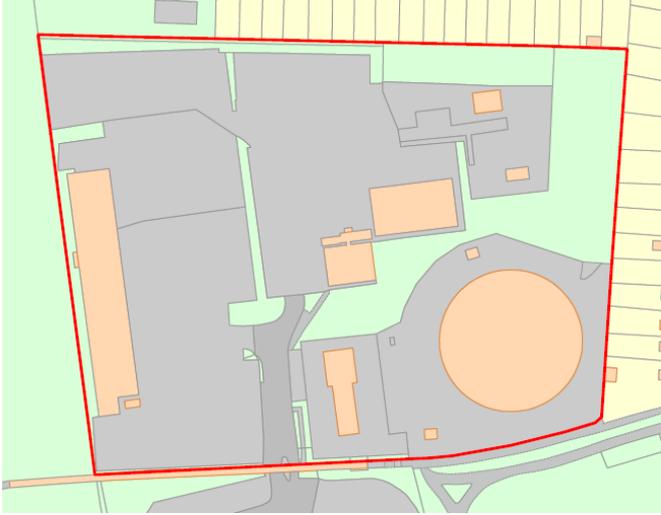
Site No. 20	Site Address:	
Fayer's Building Yard & Church (New Barnet Town Centre)	63-77 East Barnet Rd & 15-17 Margaret Rd, New Barnet, EN4 9NR	
 <p data-bbox="504 1435 611 1464">Site Map</p>	 <p data-bbox="1134 1171 1299 1200">Location Map</p>	<p data-bbox="932 1234 1161 1263">Site Size: 0.21 ha</p> <p data-bbox="932 1301 1110 1330">PTAL 2019: 3</p> <p data-bbox="932 1368 1241 1397">PTAL projected 2031: 3</p> <p data-bbox="932 1435 1171 1464">Ward: East Barnet</p>
Existing or most recent site use/s: Retail and place of worship	Ownership: Private	
Proposed use type/s: residential-led with 30% mixed use (re-provision of community use).	Indicative residential capacity: 25	
Location type: Urban	Site source: New Barnet Town Centre Framework	
Applicable Draft Local Plan policies: GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, CHW01, CHW02, ECY01, ECY03, TRC01, TRC03	Development timeframe: 11-15 years	

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.

Initial planning considerations:

A residential-led scheme, with retention or re-provision of community uses. 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	Site Address:	
New Barnet gasholder (New Barnet Town Centre)	Albert Rd, New Barnet, EN4 9SH	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 2.23 ha</p> <p>PTAL (2019: 1A</p> <p>PTAL projected 2031: 1A</p> <p>Ward: East Barnet</p>
		Existing or most recent site use/s: gasworks (demolished); gasholder (operational)
Proposed use type/s: residential-led with 10% community	Indicative residential capacity: 190	
Location type: Urban	Site source: New Barnet Town Centre Framework	

<p>Applicable Draft Local Plan policies: GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CHW01, CHW02, ECC02, TRC01, TRC03</p>	<p>Development timeframe: 11-15 years</p>
<p>Site description:</p> <p>The site contains an operational gasholder, a Notifiable Installation which is the remaining component of the New Barnet gasworks. 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.</p>	
<p>Initial planning considerations:</p> <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. This site will not be available for development until the gasholder is decommissioned; due to the nature of the existing use land decontamination will be an important consideration. The Council will seek the advice of the Health and Safety Executive on the redevelopment of the site. 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>	

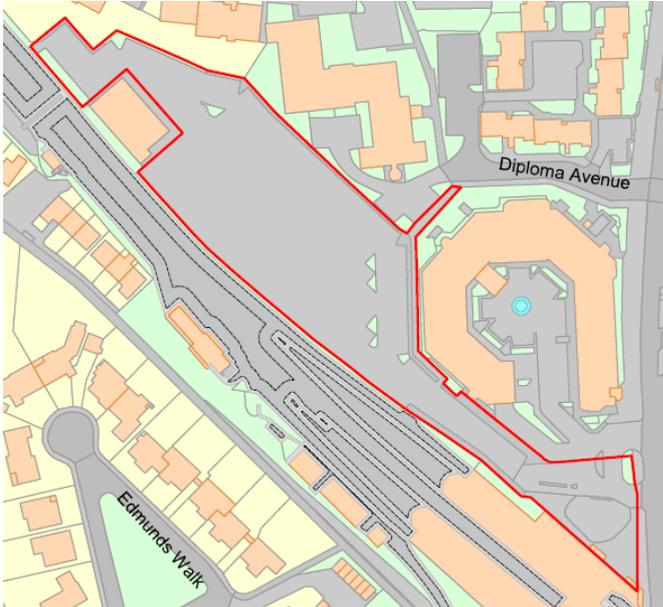
<p>Site No. 22</p>	<p>Site Address:</p>
<p>Sainsburys (New Barnet Town Centre)</p>	<p>66 East Barnet Rd, New Barnet, EN4 8RQ</p>

 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p> <p>Site Size: 1.02 ha</p> <p>PTAL 2019: 3</p> <p>PTAL projected 2031: 4</p> <p>Ward: East Barnet</p>
<p>Existing or most recent site use/s: supermarket with associated car parking</p>	<p>Ownership: Private</p>
<p>Proposed use type/s: residential with 25% retail and car parking</p>	<p>Indicative residential capacity: 199</p>
<p>Location type: Urban</p>	<p>Site source: New Barnet Town Centre Framework</p>
<p>Applicable Draft Local Plan policies: GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, TOW03, TOW04, CHW02, ECY03, TRC01, TRC03</p>	<p>Development timeframe: 6-10 years</p>
<p>Site description:</p> <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>	
<p>Initial planning considerations:</p> <p>Maintain active retail uses along the Primary Retail Frontage and office space above. 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.</p>	

Site No. 23	Site Address:	
Bobath Centre (East Finchley Town Centre)	250 East End Rd, East Finchley, N2 8AU	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 0.39 ha</p> <p>PTAL 2019: 4</p> <p>PTAL projected 2031: 4</p> <p>Ward: East Finchley</p>
		Existing or most recent site use/s: Centre for Children with Cerebral Palsy and for Adults with Neurological Disability is vacating the site.
Proposed use type/s: residential with 75% as a community facility.	Indicative residential capacity: 25	
Location type: Urban	Site source: Call for sites	
Applicable Draft Local Plan policies: GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH07, CDH08, TOW01, CHW01, CHW02, TRC01, TRC03	Development timeframe: 0-5 years	
<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 Town 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 500 metres.</p>		

Initial planning considerations:

Retention of existing nursery as the community use on the site. Residential development to the rear of the site must protect and enhance the setting of the listed building. Proposals for residential at the rear of the site must also resolve the issue of restricted access.

Site No. 24	Site Address:	
East Finchley station carpark (East Finchley Town Centre)	High Rd East, Finchley, N2 0NW	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p> <p>Site Size: 0.74 ha PTAL 2019: 5 PTAL projected 2031: 5 Ward: East Finchley</p>	
Existing or most recent site use/s: public carpark	Ownership: Public (TfL)	
Proposed use type/s: residential-led with 30% retail and public car parking	Indicative residential capacity: 135	
Location type: Urban	Site source: Call for sites	
Applicable Draft Local Plan policies: GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, CHW01, CHW02, ECC02, TRC01, TRC03	Development timeframe: 11-15 years	
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.

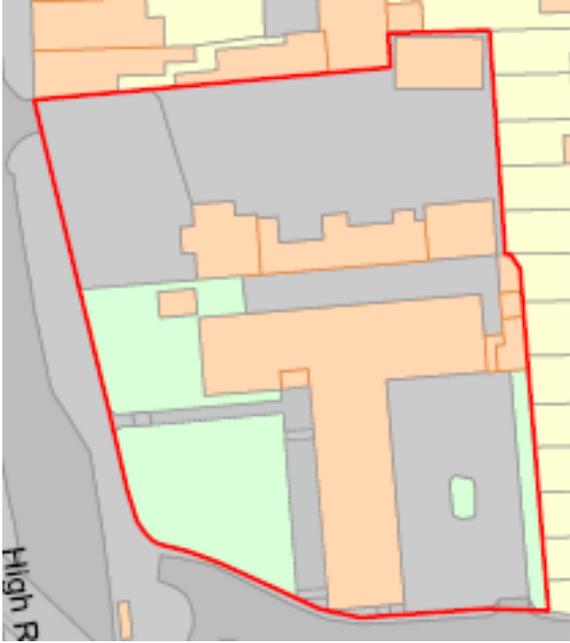
Initial planning considerations:

Site layout is an important consideration 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 both how they will sensitively take account of the neighbouring listed building and how they will mitigate noise for residents from the adjacent tube line, particularly since trains run through the night at weekends. Public car parking requirements must be assessed and re-provided as needed.

Site No. 25	Site Address:
East Finchley substation (East Finchley Town Centre)	High Rd, East Finchley, N2 0NL

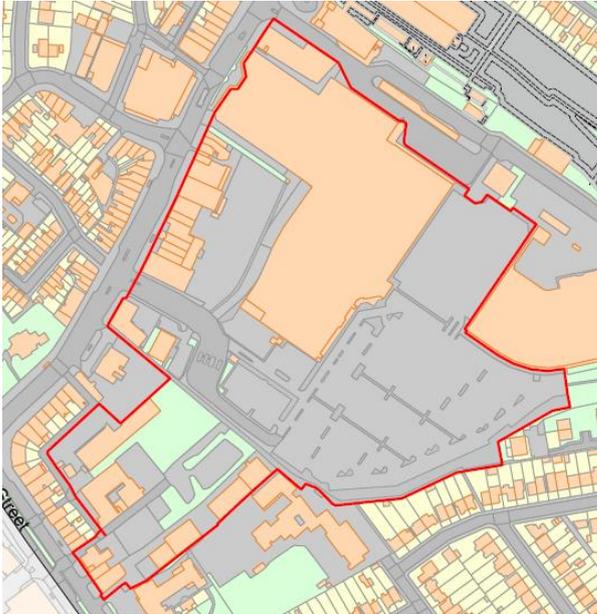
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p> <p>Site Size: 0.19 ha PTAL 2019: 4 PTAL projected 2031: 4 Ward: Garden Suburb</p>
<p>Existing or most recent site use/s: vacant (former substation for Northern Line)</p>	<p>Ownership: Public (TfL)</p>
<p>Proposed use type/s: residential-only.</p>	<p>Indicative residential capacity: 31</p>
<p>Location type: Urban</p>	<p>Site source: Call for sites</p>
<p>Applicable Draft Local Plan policies: GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CDH08, TOW01, TOW02, CHW02, ECC02, TRC01, TRC03</p>	<p>Development timeframe: 0-5 years</p>
<p>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.</p>	
<p>Initial planning considerations: Good access to public transport and town centre facilities can support a relatively high density. Proposals must take account of the adjoining conservation area and should explore the potential of retaining and incorporating the existing building. Noise from passing trains must be mitigated.</p>	

<p>Site No. 26</p>	<p>Site Address:</p>
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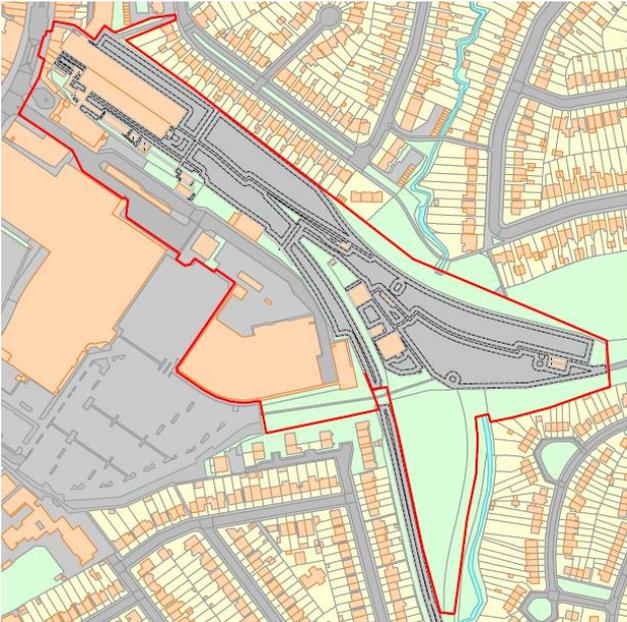
<p>Park House (East Finchley Town Centre)</p>	<p>16 High Rd, East Finchley, N2 9PJ</p>
 <p>Site Map</p>	 <p>Location Map</p> <p>Site Size: 0.34 ha PTAL 2019: 4 PTAL projected 2031: 5 Ward: East Finchley</p>
<p>Existing or most recent site use/s: Community building</p>	<p>Ownership: Council</p>
<p>Proposed use type/s: Residential with 20% mixed use (replacement community facility).</p>	<p>Indicative residential capacity: 44</p>
<p>Location type: Urban</p>	<p>Site source: 2015 call for sites</p>
<p>Applicable Draft Local Plan policies: GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, CHW01, CHW02, ECC02, TRC01, TRC03</p>	<p>Development timeframe: 0-5 years</p>
<p>Site description: The site is within East Finchley Town Centre and consists of two storey buildings with outdoor amenity and parking spaces. It 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>	

Initial planning considerations:

Design proposals must take a sensitive approach to building massing and height to ensure no loss of amenity for local residents and to be compatible with the surrounding townscape, including East Finchley Station. The community facility must be re-provided and proposals must show how the community will benefit from the redevelopment. The design must mitigate noise from the adjacent railway and road.

Site No. 27	Site Address:	
Edgware Town Centre (Edgware Growth Area)	Station Rd, Edgware, HA8	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 7.83 ha</p> <p>PTAL 2019: 6A</p> <p>PTAL projected 2031: 6A</p> <p>Ward: Edgware</p>
		Existing or most recent site use/s: retail, office, residential and car parking.
Proposed use type/s: residential with 25% retail, office, leisure and community.	Indicative residential capacity: 2,379	
Location type: Central	Site source: Edgware Town Centre Framework (2013)	

<p>Applicable Draft Local Plan policies: GSS01, GSS05, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02 ,ECY01, ECY02, ECY03, ECC02, TRC01, TRC03</p>	<p>Development timeframe: 5-10 years</p>
<p>Site description:</p> <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 semi-detached housing. To the east are the bus and railway stations. Public transport accessibility is high.</p>	
<p>Initial planning considerations:</p> <p>The high accessibility, potential for tall buildings and the town centre context 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. Proposals must take account of the Grade II listed Railway Hotel which is adjacent to the north. Edgware Town Centre Framework (2013) provides further guidance. Further guidance to be provided in the emerging Edgware Town Centre SPD.</p>	

Site No. 28	Site Address:	
Edgware Underground & Bus Stations (Edgware Growth Area)	Station Rd, Edgware, HA8 7AW	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 8.17 ha</p> <p>PTAL 2019: 6B</p> <p>PTAL projected 2031: 6B</p> <p>Ward: Edgware</p>
		Existing or most recent site use/s: transport operations
Proposed use type/s: residential with 30% mixed uses (transport, retail/, office and community).	Indicative residential capacity: 2,317	
Location type: Central	Site source: Call for Sites and Edgware Town Centre Framework (2013)	
Applicable Draft Local Plan policies: GSS01, GSS05, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CDH08, TOW01, TOW02, TOW03, TOW04, CHW01, CHW02, ECY01, ECY03, ECC02, TRC01, TRC02, TRC03	Development timeframe: 5-10 years	
<p>Site description:</p> <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</p>		

the Broadwalk Shopping Centre, classified as Primary Retail Frontage, with associated car parking. To the south and east is 2-storey housing. Public transport accessibility is high.

Initial planning considerations:

The high accessibility, potential for tall buildings and the town centre context support a high density of redevelopment. The Edgware Town Centre Framework (2013) provides guidance, including upgrading the transport infrastructure and improving pedestrian connectivity. Proposals must consider the area of Borough Importance for Nature Conservation which covers areas of open space and sidings, along with the adjacent Watling Estate Conservation Area and housing to the south. Further guidance to be provided in the emerging Edgware Town Centre SPD.

Site No: 29	Site Address:
Scratchwood Quarry	NW7 3JA
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location map</p> <p>Site Size: 3.1 ha PTAL (2019): 0 PTAL projected 2031: 0 Ward: Edgware</p>
Existing or most recent site use/s: waste management	Ownership: C.F Cronin (London) Limited
Proposed use type/s: waste management	Indicative residential capacity: NA
Location type: Urban	Site source: North London Waste Plan
Applicable Draft Local Plan policies: GSS01, ECC01, ECC02, ECC03, ECC05, ECC06	Development timeframe: potential to increase waste volume handled over the Plan Period

Site description:

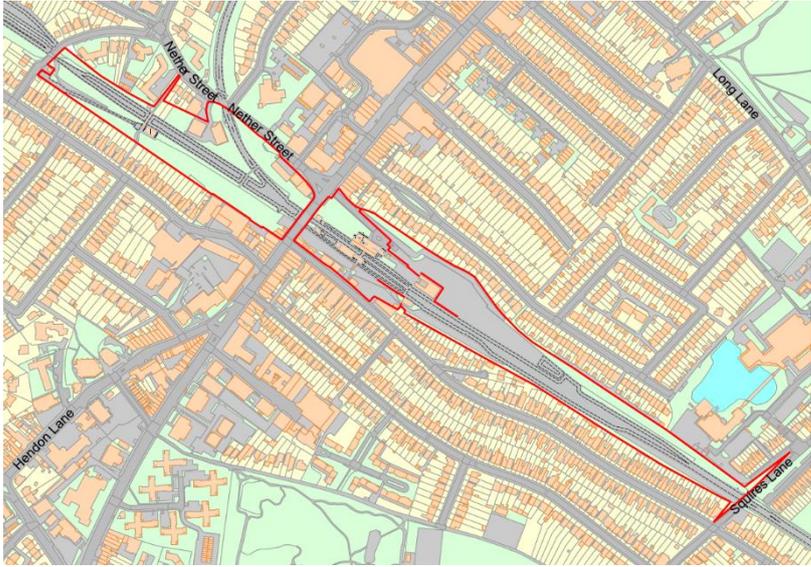
The site lies within a former quarry which is now used for waste processing. There is recycling of concretes and aggregates materials for highways maintenance and utilities industries. The site is leased over three plots, with current operational use on all three leased plots, although some of the site is underused/ part vacant. 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.

Planning considerations:

There is potential to increase the volume of waste processed through the site by more efficient and intensive use. Any proposal must preserve the openness of the Green Belt and avoid harm to the SINC and Local Nature Reserve.

Site No. 30

Site Address:

<p>Finchley Central Station (Finchley Central Town Centre)</p>	<p>Squires Lane/ Nether St/ Crescent St, Finchley N12 (railway verges and airspace above tracks and Finchley Central station)</p>
<div style="text-align: center;">  <p>Site & Location Map</p> </div>	
<p>Site Size: 6.74 ha PTAL 2019: 6A PTAL projected 2031: 6A Ward: Finchley Church End and West Finchley</p>	
<p>Existing or most recent site use/s: station, retail</p>	<p>Ownership: Public (TfL)</p>
<p>Proposed use type/s: residential-led with 50% mixed uses (transport, retail, offices, car parking)</p>	<p>Indicative residential capacity: 556</p>
<p>Location type: Urban</p>	<p>Site source: Call for sites, Finchley Church End Town Centre Strategy</p>
<p>Applicable Draft Local Plan policies: GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, TOW03, CHW02, TOW04, ECY01, ECY02, ECY03, ECC02, TRC01, TRC02, TRC03</p>	<p>Development timeframe: 5-10 years</p>
<p>Site description: 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</p>	

Nether Street and Station Road and vacant, incidental land adjacent to rail tracks. The Town Centre Strategy highlights 3 specific parcels of land -

- 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.

The surrounding context is mixed, with a 9-storey office building (Central House) to the north of station. 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.

Initial planning considerations:

Comprehensive residential led development with a new station interchange and improved access from Regent's Park Road. Development should enhance visual and functional connection between station and town centre. 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. 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. Floorspace could take the form of flexible and affordable workspace, small / affordable shop units suitable for SMEs. 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. For any loss of car parking spaces an assessment must be undertaken and replacement spaces may be required. The development should reflect the 'Healthy Streets Approach' with improved interchange facilities for pedestrians and cyclists. Finchley Central Town Centre is a strategic location for tall buildings of 8 storey or more. Tall buildings may be appropriate within the boundaries of the Town Centre.

Site No. 31

Site Address:

<p>Brentmead Place (Major Thoroughfare)</p>	<p>1-6 Brentmead Place (North Circular Road), Golder's Green, NW11 9JG</p>
 <p>Site Map</p>	 <p>Location Map</p> <p>Site Size: 0.27 ha PTAL 2019: 3 PTAL projected 2031: 3 Ward: Golder's Green</p>
<p>Existing or most recent site use/s: mostly an open site with two buildings of uncertain previous use.</p>	<p>Ownership: Public (TfL)</p>
<p>Proposed use type/s: Residential</p>	<p>Indicative residential capacity: 46</p>
<p>Location type: Urban</p>	<p>Site source: Call for sites</p>
<p>Applicable Draft Local Plan policies: GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH04, CDH07, CHW02, ECC02, TRC01, TRC03</p>	<p>Development timeframe: 6-10 years</p>
<p>Site description: Adjacent to North Circular Road (A406) the site is mostly open with two buildings of uncertain previous use. Surrounding buildings are large houses of 2-3 storeys. Site access is difficult.</p>	
<p>Initial planning considerations:</p>	

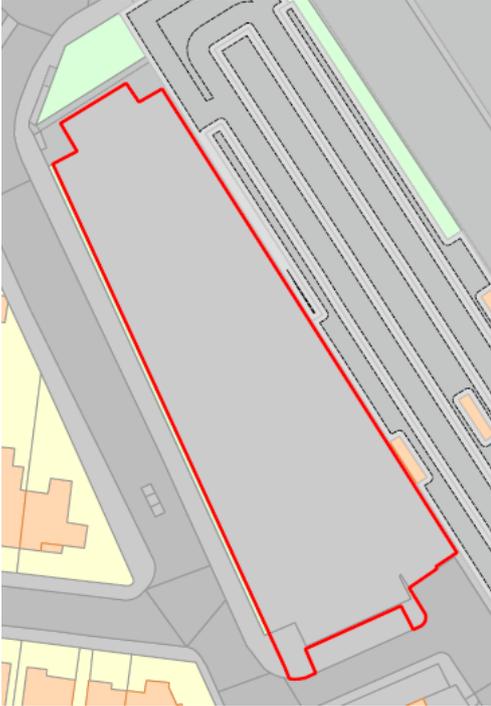
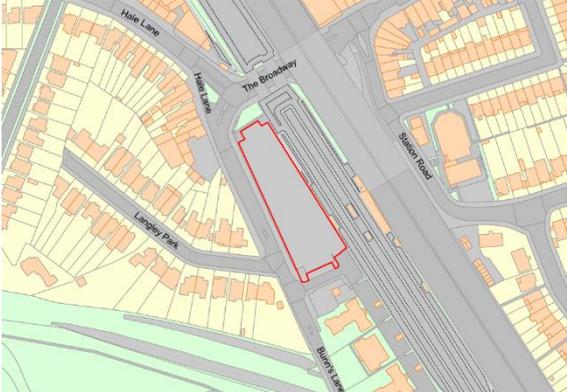
The North Circular Road generates high levels of air and noise pollution which any proposal must mitigate. Site accessibility issues must be resolved.

Site No. 32	Site Address:	
Manor Park Road carpark	72-76 Manor Park Rd, East Finchley, N2 0SJ	
 <p data-bbox="475 1149 580 1182">Site Map</p>	 <p data-bbox="1107 1196 1270 1229">Location Map</p>	<p data-bbox="874 1256 1107 1290">Site Size: 0.08 ha</p> <p data-bbox="874 1323 1075 1357">PTAL 2019: 1A</p> <p data-bbox="874 1391 1203 1424">PTAL projected 2031: 1A</p> <p data-bbox="874 1458 1139 1491">Ward: East Finchley</p>
	Existing or most recent site use/s: public carpark and small park	Ownership: Council
Proposed use type/s: Residential	Indicative residential capacity: 7	
Location type: Urban	Site source: Council assets disposal programme	
Applicable Draft Local Plan policies: GSS01, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW01, CHW02, ECC04, TRC01, TRC03	Development timeframe: 0-5 years	
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.

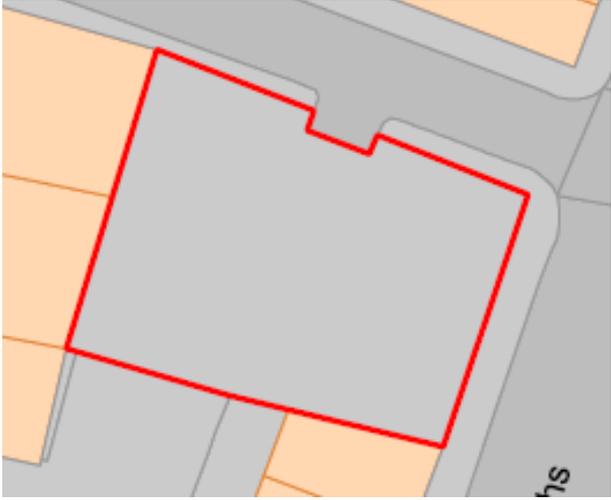
Initial planning considerations:

The scale of 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 and provide replacement spaces as required. Any loss of public open space will require robust justification.

Site No. 33	Site Address:	
Bunns Lane Carpark (Mill Hill Town Centre)	Bunns Lane, Mill Hill, NW7 2AA	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	
	<p>Site Size: 0.33 ha</p> <p>PTAL 2019: 4</p> <p>PTAL projected 2031: 5</p> <p>Ward: Hale</p>	
Existing or most recent site use/s: carpark (adjacent to Mill Hill station)	Ownership: Council	
Proposed use type/s: mixed use development comprising hotel, re-provision of car parking and 50% residential.	Indicative residential capacity: 43	
Location type: Urban	Site source: Council assets disposal programme	

<p>Applicable Draft Local Plan policies: GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, TOW01, TOW02, CHW02, ECY03, ECC02, TRC01, TRC02, TRC03</p>	<p>Development timeframe: 5-10 years</p>
<p>Site description: Comprising the car park (184 spaces) for Mill Hill Broadway Station, 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 east. To the west is low-rise housing.</p>	
<p>Initial planning considerations: 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. Site characteristics, including connectivity, offer the potential for visitor accommodation, such as a hotel. Public car parking provision should also be assessed and retained as required.</p>	

<p>Site No. 34</p>	<p>Site Address:</p>
<p>Burroughs Gardens Carpark (Middlesex University and The Burroughs)</p>	<p>The Burroughs, Hendon, NW4 4AU</p>
	 <p style="text-align: center;">Location Map</p>

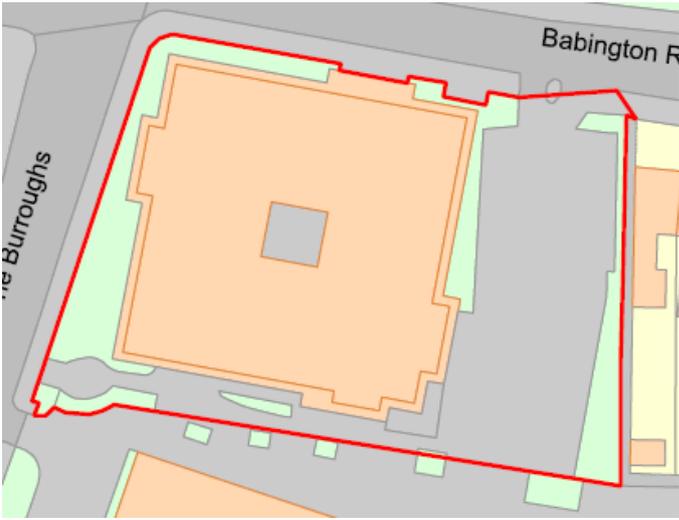
 <p style="text-align: center;">Site Map</p>	<p>Site Size: 0.06 ha PTAL 2019: 4 PTAL projected 2031: 4 Ward: Hendon</p>
<p>Existing or most recent site use/s: public car park</p>	<p>Ownership: Council</p>
<p>Proposed use type/s: residential-only.</p>	<p>Indicative residential capacity: 9</p>
<p>Location type: Urban</p>	<p>Site source: Emerging Middlesex University and The Burroughs SPD</p>
<p>Applicable Draft Local Plan policies: GSS01, GSS11, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, CHW02, TRC01, TRC03</p>	<p>Development timeframe: 6-10 years</p>
<p>Site description:</p> <p>A small car park (50 spaces) 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.</p>	
<p>Initial planning considerations:</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. Further planning guidance will be provided by the emerging Middlesex University and The Burroughs SPD.</p>	

Site No. 35	Site Address:	
Egerton Gardens carpark (Middlesex University and The Burroughs)	The Burroughs, Hendon, NW4 8BD	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 0.09 ha</p> <p>PTAL 2019: 4</p> <p>PTAL projected 2031: 4</p> <p>Ward: Hendon</p>
		Existing or most recent site use/s: public carpark
Proposed use type/s: residential only	Development residential capacity: 23 (student halls of residence)	
Location type: Urban	Site source: Emerging Middlesex University and The Burroughs SPD	
Applicable Draft Local Plan policies: GSS01, GSS11, GSS12, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH08, CHW02, TRC01, TRC03	Development timeframe: 6-10 years	
<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</p>		

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.

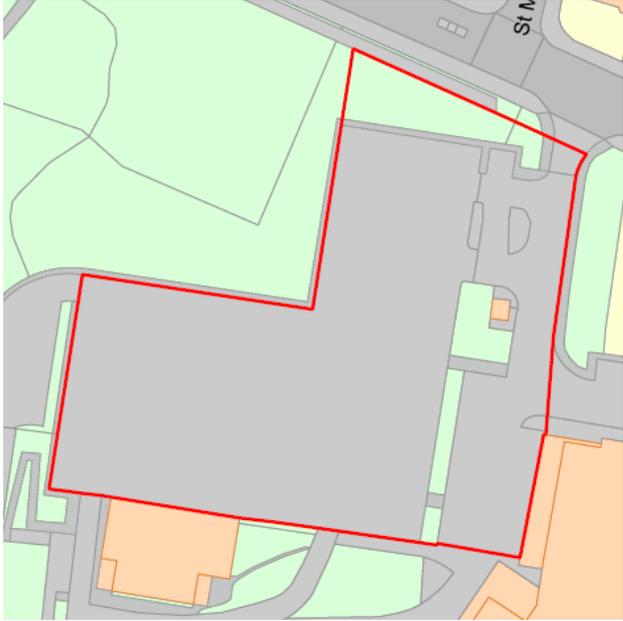
Initial planning considerations:

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. Further planning guidance will be provided by the emerging Middlesex University and The Burroughs SPD.

Site No. 36	Site Address:	
Fenella (Middlesex University and The Burroughs)	The Burroughs, Hendon, NW4 4BS	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 0.26 ha</p> <p>PTAL2019: 4</p> <p>PTAL projected 2031: 4</p> <p>Ward: Hendon</p>
Existing or most recent site use/s: education	Ownership: Council	
Proposed use type/s: residential (halls of residence) with 10% educational uses.	Indicative residential capacity: 60 (student halls of residence)	
Location type: Urban	Site source: Emerging Middlesex University and The Burroughs SPD	

<p>Applicable Draft Local Plan policies: GSS01, GSS11, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH08, CHW01, CHW02, TRC01, TRC03</p>	<p>Development timeframe: 5-10 years</p>
<p>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.</p>	
<p>Initial planning considerations: 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. Further guidance will be provided by the Emerging Middlesex University and The Burroughs SPD.</p>	

<p>Site No. 37</p>	<p>Site Address:</p>
<p>Middlesex University Carpark (Middlesex University and The Burroughs)</p>	<p>Greyhound Hill, Hendon, NW4 4BT</p>
	 <p>Location Map</p>

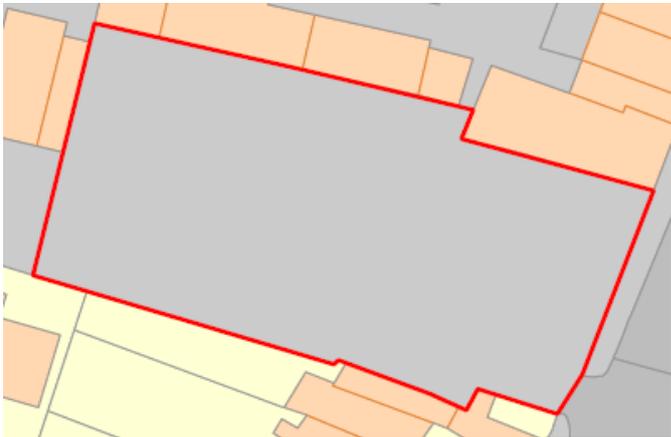
 <p style="text-align: center;">Site Map</p>	<p>Site Size: 0.55 ha</p> <p>PTAL 2019: 2</p> <p>PTAL projected 2031: 2</p> <p>Ward: Hendon</p>
<p>Existing or most recent site use/s: private carpark for the university</p>	<p>Ownership: Public (Middlesex University)</p>
<p>Proposed use type/s: residential with 25% for retained replacement car parking</p>	<p>Indicative residential capacity: 70</p>
<p>Location type: Urban</p>	<p>Site source: Emerging Middlesex University and The Burroughs SPD</p>
<p>Applicable Draft Local Plan policies: GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH08, CHW01, CHW02, TRC01, TRC03</p>	<p>Development timeframe: 11-15 years</p>
<p>Site description:</p> <p>An on-campus surface car park for Middlesex University staff and students. To the south and east are modern university buildings. To the west is a school, along with tree cover. Opposite are 2-3 storey houses. Public transport is provided by nearby bus routes. The site will be part of the emerging Middlesex University and The Burroughs SPD.</p>	
<p>Initial planning considerations:</p> <p>The car park is important for university staff and students and development proposals must demonstrate a full assessment of requirements has been carried, with parking spaces re-provided as needed. Further planning guidance will be provided by the emerging Middlesex University and The Burroughs SPD.</p>	

Site No. 38	Site Address:	
Ravensfield House (Middlesex University and The Burroughs)	The Burroughs, Hendon, NW4 4BT	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 0.36 ha</p> <p>PTAL 2019: 3</p> <p>PTAL projected 2031: 4</p> <p>Ward: Hendon</p>
Existing or most recent site use/s: community meeting facility	Ownership: Council	
Proposed use type/s: residential with 10% educational uses.	Indicative residential capacity: 84 (student halls of residence)	
Location type: Urban	Site source: Emerging Middlesex University and The Burroughs SPD	
Applicable Draft Local Plan policies: GSS01, GSS11, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH08, CHW01, CHW02, TRC01, TRC03	Development timeframe: 5-10 years	
<p>Site description:</p> <p>A modern 2-storey building owned by Council but currently being used by Middlesex University. The site is opposite a range of Grade II listed buildings, including Hendon Town Hall, Library and Fire Station and is close to both the Burroughs and Hendon Church End Conservation Areas.</p>		

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.

Initial planning considerations:

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. Further guidance will be provided by the Emerging Middlesex University and The Burroughs SPD.

Site No. 39	Site Address:	
The Burroughs carpark (Middlesex University and The Burroughs)	The Burroughs, Hendon, NW4 4AR	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	Site Size: 0.13 ha PTAL 2019: 4 PTAL projected 2031: 4 Ward: Hendon
		Existing or most recent site use/s: car parking
Proposed use type/s: residential-only	Development residential capacity: 21	

Location type: Urban	Site source: Emerging Middlesex University and The Burroughs SPD
Applicable Draft Local Plan policies: GSS01, GSS11, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, CHW02, TRC01, TRC03	Development timeframe: 5-10 years
<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>Initial planning considerations:</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. Further planning guidance will be provided by the emerging Middlesex University and The Burroughs SPD.</p>	

Site No: 40	Site Address:
Meritage Centre (Middlesex University and The Burroughs)	28-46 Meritage Centre, Church End Hendon NW4 4JT
 <p>Site Map</p>	 <p>Location map</p> <p>Site Size: 0.33 ha</p> <p>PTAL (2019): 2</p> <p>PTAL projected 2031: 2</p> <p>Ward: Hendon</p>

Existing or most recent site use/s: Office/ Community Space with associated car parking	Ownership: Council
Proposed use type/s: residential and 50% community	Indicative residential capacity: 36 (student halls of residence)
Location type: Urban	Site source: Emerging Middlesex University and The Burroughs SPD
Applicable Draft Local Plan policies: GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH07, CDH08, CHW01, CHW02, TRC01, TRC03	Development timeframe: 6-10 years
<p>Site description:</p> <p>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.</p>	
<p>Planning considerations:</p> <p>The Meritage Centre is community infrastructure and must be re-provided either on site or at a suitable alternative location. The Hendon Conservation Area Character Appraisal acknowledges that the Meritage Centre is a possible future site for redevelopment. Any proposals need to be sensitive in relation to 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. 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 Middlesex University and The Burroughs SPD.</p>	

Site No: 41	Site Address:
PDSA and Fuller St car park (Middlesex University and The Burroughs)	The Burroughs, Hendon, NW4 4BE
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location map</p> <p>Site Size: 0.32 ha PTAL (2019): 2 PTAL projected 2031: 2 Ward: Hendon</p>
Existing or most recent site use/s: Animal hospital, residential, garages and car parking	Ownership: Mixed
Proposed use type/s: residential and 50% community uses	Indicative residential capacity: 16 (student halls of residence)
Location type: Urban	Site source: Emerging Middlesex University and The Burroughs SPD
Applicable Draft Local Plan policies: GSS01, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH07, CDH08, CHW01, CHW02, ECY01, TRC01, TRC03	Development timeframe: 6-10 years
<p>Site description:</p> <p>The site includes an animal hospital (PDSA), four residential units, garages and a carpark that are associated with the surrounding residential units; it should be noted that on street parking in the area is very limited. The PSDA 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.</p>	

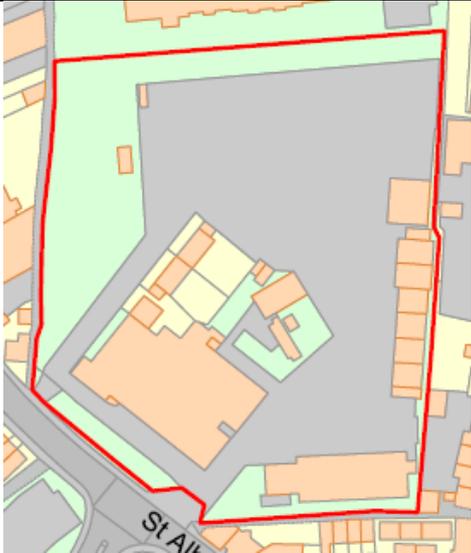
Planning considerations:

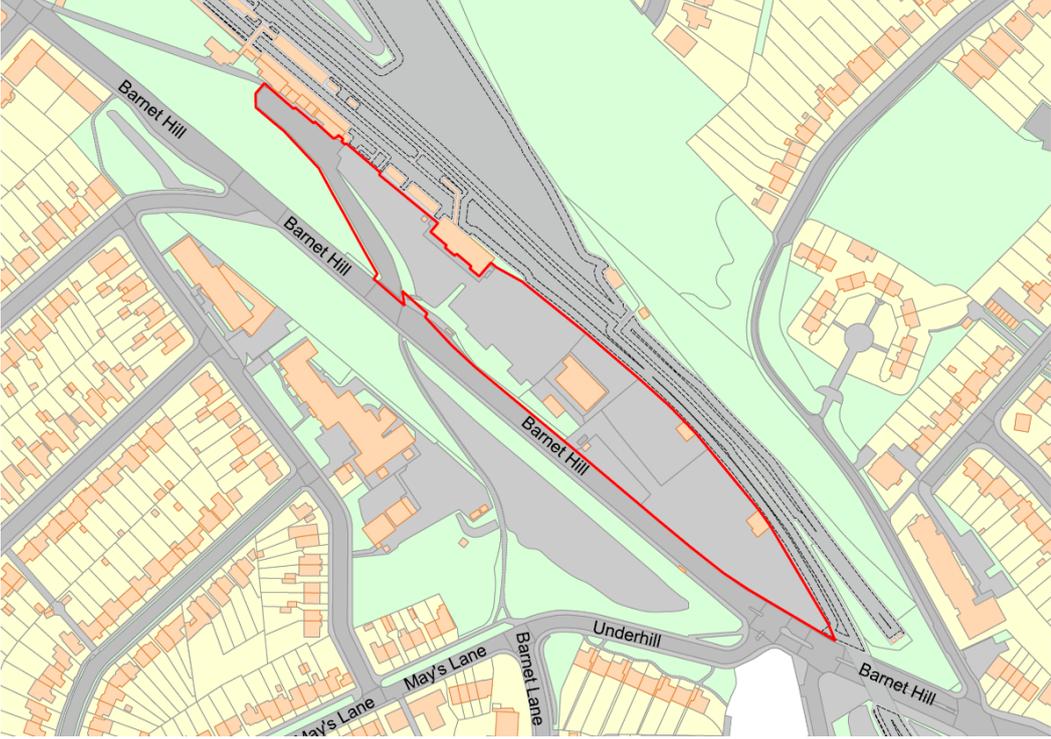
The PDSA is a well-established use in the area and provides an important service to the community due to its charitable function. It is one of only three PDSA Hospitals in London. As such the use should either be re-provided on site, or at a suitable alternative location. Any proposal must consider impact on the proximate heritage assets, including the Hendon, Church End Conservation Area and nationally and locally listed buildings. 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 Middlesex University and The Burroughs SPD.

Site No. 42	Site Address:	
Usher Hall (Middlesex University and The Burroughs)	The Burroughs, Hendon, NW4 4HE	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 0.44 ha</p> <p>PTAL 2019: 3</p> <p>PTAL projected 2031: 4</p> <p>Ward: Hendon</p>
Existing or most recent site use/s: student housing	Ownership: Public (Middlesex University)	
Proposed use type/s: residential (student accommodation) and education	Indicative residential capacity: 39 (net increase of student halls of residence)	

Location type: Urban	Site source: Emerging Middlesex University and The Burroughs SPD
Applicable Draft Local Plan policies: GSS01, GSS11, HOU01, HOU02, HOU04, CDH01, CDH02, CDH03, CDH07, CDH08, CHW02, TRC01, TRC03	Development timeframe: 11-15 years
<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>Initial planning considerations:</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. Further guidance will be provided by the Emerging Middlesex University and The Burroughs SPD.</p>	

Site No. 43	Site Address:
Army Reserve Depot (Chipping Barnet Town Centre)	St Alban's Rd, Chipping Barnet, EN5 4JX
	 <p>Location Map</p>

 <p style="text-align: center;">Site Map</p>	<p>Site Size: 1.26 ha</p> <p>PTAL 2019: 3</p> <p>PTAL projected 2031: 3</p> <p>Ward: High Barnet</p>
<p>Existing or most recent site use/s: Territorial Army drill hall, ancillary buildings and yard.</p>	<p>Ownership: Public (MoD)</p>
<p>Proposed use type/s: residential-led with 10% mixed uses (community and office).</p>	<p>Indicative residential capacity:193</p>
<p>Location type: Urban</p>	<p>Site source: The Spires Planning Framework</p>
<p>Applicable Draft Local Plan policies: GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CDH08, TOW01, CHW01, CHW02, ECY01, ECY02, ECY03, TRC01, TRC03,</p>	<p>Development timeframe: 11-15 years</p>
<p>Site description:</p> <p>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.</p>	
<p>Initial planning considerations:</p> <p>New residential development with potential for community or leisure elements will strengthen the vitality and viability of the town centre and should reflect the surrounding residential grain. This is an opportunity to provide family housing in an accessible location. Improvements to key road junctions, including Stapylton Road/ St Albans Road and St Albans Road/ A1000, should be investigated. Enhancements should be sought for pedestrian connectivity between residential areas and the town centre through enhancing existing and reopening footpaths to recreate historical connectivity.</p>	

Site No. 44	Site Address:
High Barnet Station (Chipping Barnet Town Centre)	Great North Rd, Chipping Barnet, EN5 5P
 <p style="text-align: center;">Site Map</p>	
<p>Site Size: 1.50 ha PTAL 2019: 6 PTAL projected 2031: 6 Ward: High Barnet</p>	
Existing or most recent site use/s: public car parking and B-use storage and business	Ownership: public (TfL)
Proposed use type/s: residential with 25% mixed uses (public car parking and employment). Designated within UDP (2006) as Site 26 supporting B1 uses, hotel and leisure.	Indicative residential capacity: 292
Location type: Urban	Site source: Call for sites

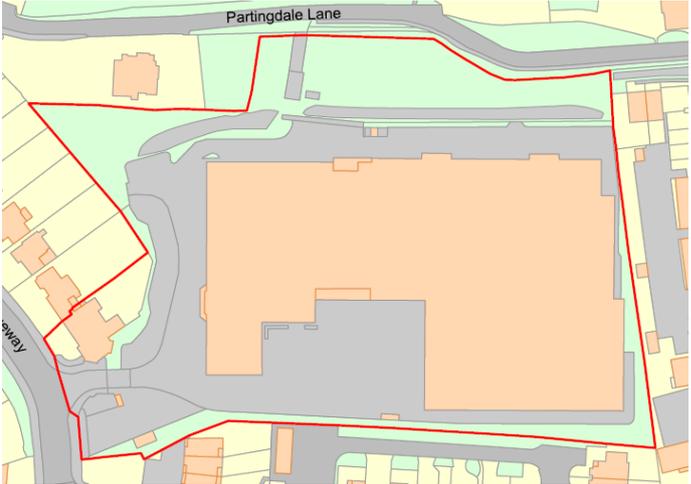
<p>Applicable Draft Local Plan policies: GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECY01, ECY02, ECY03, TRC01, TRC02, TRC03</p>	<p>Development timeframe: 5-10 years</p>
<p>Site description:</p> <p>This is land to south west of High Barnet station and tracks, fronting 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>	
<p>Initial planning considerations:</p> <p>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.</p>	

<p>Site No.45</p>	<p>Site Address:</p>
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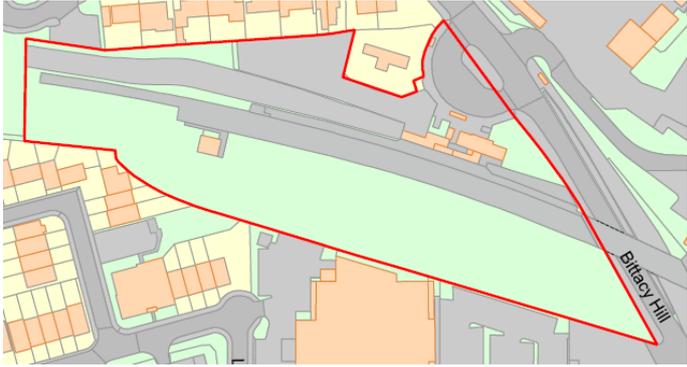
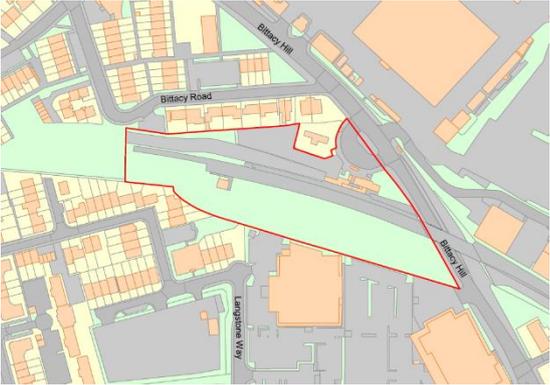
<p>Whalebones Park</p>	<p>Wood St, Chipping Barnet, EN5 4BZ</p>
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p> <p>Site Size: 2.20 ha PTAL 2019: 2 PTAL projected 2031: 2 Ward: High Barnet</p>
<p>Existing or most recent site use/s: agriculture, community facilities</p>	<p>Ownership: Private</p>
<p>Proposed use type/s: residential with 10% mixed uses (community facilities and local green space).</p>	<p>Indicative residential capacity: 149</p>
<p>Location type: Suburban</p>	<p>Site source: call for sites</p>
<p>Applicable Draft Local Plan policies: GSS01, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CDH08, CHW01, CHW02, ECC02, ECC04, ECC06, TRC01, TRC03</p>	<p>Development timeframe: 0-5 years</p>
<p>Site description:</p> <p>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.</p>	

Initial planning considerations:

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 design must reflect the site location in the Wood Street Conservation area and the surrounding suburban and historic character.

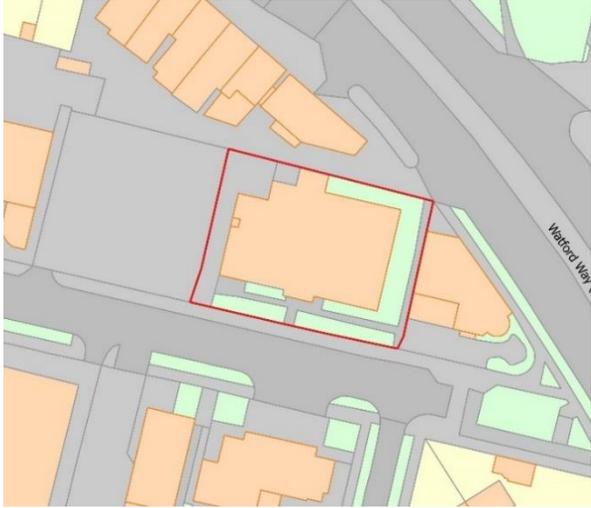
Site No. 46	Site Address:	
IBSA House (Mill Hill East Growth Area)	The Ridgeway, Mill Hill, NW7 1RN	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	
	<p>Site Size: 2.08 ha</p> <p>PTAL 2019: 1B</p> <p>PTAL projected 2031: 1B</p> <p>Ward: Mill Hill</p>	
Existing or most recent site use/s: office / light industrial / storage and distribution	Ownership: Private	
Proposed use type/s: residential-led with 20% B1 uses	Indicative residential capacity: 125	
Location type: Suburban	Site source: Call for sites	

<p>Applicable Draft Local Plan policies: GSS01, GSS07, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, ECY01, ECY02, ECY03, ECC05, TRC01, TRC03</p>	<p>Development timeframe: 6-10 years</p>
<p>Site description:</p> <p>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.</p>	
<p>Initial planning considerations:</p> <p>Proposals must be of appropriate scale and design that responds to the context. There should be delivery of high quality residential-led mixed used development comprising a range of housing types and tenures, including family homes. B1 uses should be provided to support economic growth and employment through provision of workspace for small and medium sized enterprises. Proposals must ensure development does not negatively affect the small area of Green Belt at the north of the site.</p>	

<p>Site No. 47</p>	<p>Site Address:</p>
<p>Mill Hill East Station (Mill Hill East Growth Area)</p>	<p>Bittacy Hill, Mill Hill, NW7 1BS – airspace above and land adjoining station</p>
 <p>Site Map</p>	 <p>Location Map</p>

	Site Size: 1.24 ha PTAL 2019: 3 PTAL projected 2031: 3 Ward: Mill Hill
Existing or most recent site use/s: railway station, platforms and lines, with public car parking and unused bordering land	Ownership: Public (non-Council)
Proposed use type/s: residential with 40% mixed uses (retained rail infrastructure, car parking).	Indicative residential capacity: 127
Location type: Urban	Site source: Call for sites
Applicable Draft Local Plan policies: GSS01, GSS07, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, ECC06, TRC01, TRC02, TRC03	Development timeframe: 11-15 years
<p>Site description:</p> <p>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>	
<p>Initial planning considerations:</p> <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. An assessment of public car parking requirements must be undertaken and re-provided as required.</p>	

Site No: 48	Site Address:
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<p>Mill Hill Library (Mill Hill Town Centre)</p>	<p>Hartley Avenue, NW7 2HX</p>	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location map</p>	<p>Site Size: 0.17 ha PTAL (2019): 4 PTAL projected 2031: 4 Ward: Mill Hill</p>
		<p>Existing or most recent site use/s: public library and associated car parking</p>
<p>Proposed use type/s: Residential 50% with community uses</p>	<p>Indicative residential capacity: 19</p>	
<p>Location type: Urban</p>	<p>Site source: Council assets disposal programme</p>	
<p>Applicable Draft Local Plan policies: GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH08, TOW01, TOW02, CHW01, CHW02, TRC01, TRC02</p>	<p>Development timeframe: 6-10 years</p>	
<p>Site description: 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. The curtilage includes a border of landscaping, along with an access road to a rear car park. 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>		

Planning considerations:

The library is community infrastructure and must be re-provided either on site or at a suitable alternative location.

Due to the proposed Local Heritage listing, proposals should retain the existing building and sensitivity integrate new uses or additional buildings.

Good accessibility to the Mill Hill district centre and transport links will help to support new uses on this site.

<p>Site No. 49</p>	<p>Site Address:</p>	
<p>Watchtower House & Kingdom Hall (Mill Hill East Growth Area)</p>	<p>The Ridgeway, Mill Hill, NW7 1RS/ 1RL</p>	
 <p>Site Map</p>	 <p>Location map</p>	<p>Site Size: 7.31 ha PTAL 2019: 1B PTAL projected 2031: 1B Ward: Mill Hill</p>
	<p>Existing or most recent site use/s: sui generis religious community; Major Developed Site in the Green Belt – UDP 2006</p> <p>Ownership: Private</p>	
<p>Proposed use type/s: residential with 50% retained as undeveloped Green Belt and 10% community uses</p>	<p>Indicative residential capacity: 219</p>	
<p>Location type: Suburban</p>	<p>Site source: Call for sites</p>	

<p>Applicable Draft Local Plan policies: GSS01, GSS07, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, ECC05, ECC06, TRC01, TRC03</p>	<p>Development timeframe: 11-15 years</p>
<p>Site description:</p> <p>A large site with extensive open spaces 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 to the north.</p>	
<p>Initial planning considerations:</p> <p>The quantum and design of redevelopment are significantly constrained by numerous factors, including the low level of public transport access, the suburban semi-rural character, the Green Belt and Conservation Area status, the very prominent position at the top of the ridge, and trees subject to TPOs. The public footpath traversing the site must be retained.</p>	

Site No. 50	Site Address:
Watford Way & Bunns Lane (Major Thoroughfare)	Adjacent to Watford Way, Mill Hill, NW7 2EX
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location map</p> <p>Site Size: 0.86 ha PTAL 2019: 1B PTAL projected 2031: 2 Ward: Mill Hill</p>
Existing or most recent site use/s: vacant (former motorway ramp & verges)	Ownership: TfL
Proposed use type/s: residential-only	Indicative residential capacity: 105
Location type: Urban	Site source: Call for sites
Applicable Draft Local Plan policies: GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECC02, ECC06, TRC01, TRC03	Development timeframe: 11-15 years
<p>Site description:</p> <p>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.</p>	

Initial planning considerations:

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. Preservation of mature trees required.

<p>Site No. 51</p>	<p>Site Address:</p>
<p>Great North Road Local Centre (Major Thoroughfare)</p>	<p>Great North Rd, New Barnet, EN5 1AB</p>
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p> <p>Site Size: 0.81 ha PTAL 2019: 4 PTAL projected 2031: 5 Ward: Oakleigh</p>
<p>Existing or most recent site use/s: cinema, public house and service station</p>	<p>Ownership: The Leathersellers' Company</p>
<p>Proposed use type/s: residential with 60% mixed uses (cinema and public house)</p>	<p>Indicative residential capacity: 84</p>
<p>Location type: Urban</p>	<p>Site source: Call for sites</p>

<p>Applicable Draft Local Plan policies: GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH08, TOW01, TOW04, CHW02, CHW05, TRC01, TRC03</p>	<p>Development timeframe: 11-15 years</p>
<p>Site description:</p> <p>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.</p>	
<p>Initial planning considerations:</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>	

<p>Site No. 52</p>	<p>Site Address:</p>
<p>Kingmaker House (New Barnet Town Centre)</p>	<p>15 Station Rd, New Barnet, EN5 1NW</p>
 <p>Site Map</p>	 <p>Location Map</p> <p>Site Size: 0.26 ha</p> <p>PTAL 2019: 3</p> <p>PTAL projected 2031: 4</p> <p>Ward: Oakleigh</p>

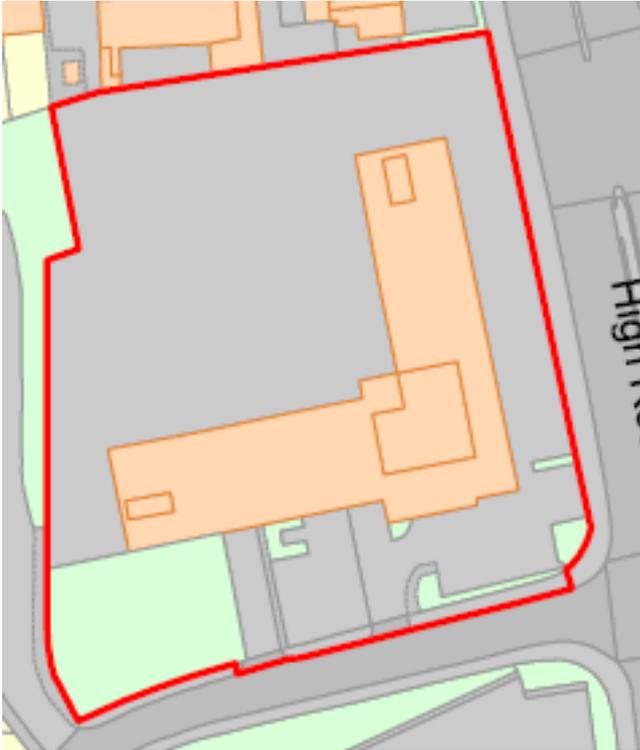
Existing or most recent site use/s: office	Ownership: Private
Proposed use type/s: residential-led with 10% mixed use (office)	Indicative residential capacity: 61
Location type: Urban	Site source: Existing prior-approval
Applicable Draft Local Plan policies: GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, TOW01, TOW02, CHW02, ECY01, ECY02, TRC01, TRC03	Development timeframe: 0-5 years
<p>Site description.</p> <p>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.</p>	
<p>Initial planning considerations:</p> <p>While prior approval for conversion from officer 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>	

Site No. 53	Site Address:
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<p>Allum Way (Whetstone Town Centre)</p>	<p>Totteridge & Whetstone station/ High Rd/ Downland Close/ Allum Way, Whetstone, N20</p>
 <p>Site Map</p>	 <p>Location Map</p> <p>Site Size: 4.27 ha PTAL 2019: 4 PTAL projected 2031: 4 Ward: Totteridge</p>
<p>Existing or most recent site use/s: railway station with car parking, industry and storage</p>	<p>Ownership: Mixed</p>
<p>Proposed use type/s: residential-led with 20% mixed uses (office, B1c and community).</p>	<p>Indicative residential capacity: 888</p>
<p>Location type: Urban</p>	<p>Site source: Call for sites</p>
<p>Applicable Draft Local Plan policies: GSS01, GSS08, GSS12, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, TOW01, TOW02, CHW01, CHW02, ECY01, ECY02, ECY03, ECC02, ECC05, ECC06, TRC01, TRC02, TRC03</p>	<p>Development timeframe: 11-15 years</p>
<p>Site description: This site encompasses the station, car parking (101 spaces), storage and small industrial units. Parts of the site are heavily wooded. The north-east is adjacent to Whetstone Town Centre and fronts onto the High Road. The site slopes steeply from the High Road down to the railway line.</p>	

Initial planning considerations:

Good access to public transport and town centre functions could support an intensification of the site. Restricting design factors include suburban 2-3 storey housing to the east, the need to protect mature trees within the site, and the adjoining Green Belt to the west and north and the Site of Borough Importance for Nature Conservation along the western site boundary. Station functions must be maintained, and car parking requirements assessed and re-provided as needed.

Site No. 54	Site Address:	
Barnet House (Whetstone Town Centre)	1255 High Rd, Whetstone, N20 0EJ	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 0.59 ha</p> <p>PTAL 2019: 4</p> <p>PTAL projected 203: 4</p> <p>Ward: Totteridge</p>
		Existing or most recent site use/s: Office
Proposed use type/s: residential with 10% mixed uses (community and offices).	Indicative residential capacity: 139	
Location type: Urban	Site source: Call for sites	

<p>Applicable Draft Local Plan policies: GSS01, GSS08, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, TOW01, TOW02, CHW01, CHW02, ECY01, ECY02, ECY03, TRC01, TRC03</p>	<p>Development timeframe: 0-5 years</p>
<p>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.</p>	
<p>Initial planning considerations: While prior approval (17/1313/PNO) has been granted for office to residential conversion, planning applications which come forward should include community and 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.</p>	

<p>Site No. 55</p>	<p>Site Address:</p>
<p>Woodside Park Station East (Existing Transport Infrastructure)</p>	<p>Woodside Park Rd, Woodside Park, N12 8RT</p>

 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location map</p>
<p>Site Size: 0.46 ha</p> <p>PTAL 2019: 3</p> <p>PTAL projected 2031: 4</p> <p>Ward: Totteridge</p>	
<p>Existing or most recent site use/s: car park</p>	<p>Ownership: Public (TfL)</p>
<p>Proposed use type/s: residential with 20% re-provision of car parking.</p>	<p>Indicative residential capacity: 95</p>
<p>Location type: Urban</p>	<p>Site source: Call for sites</p>
<p>Applicable Draft Local Plan policies: GSS01, GSS09, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECC02, TRC01, TRC03</p>	<p>Development timeframe: 5-10 years</p>
<p>Site description:</p> <p>A commuter car park (148 spaces) serving Woodside Park Station. Surrounded on other sides by low-rise housing and a small private school.</p>	

Initial planning considerations:

Proposed designs must avoid privacy issues with neighbouring housing. The adjacent railway line operates through the night and the effects of noise disturbance must be mitigated.

Public car parking requirements should be assessed and re-provide as needed.

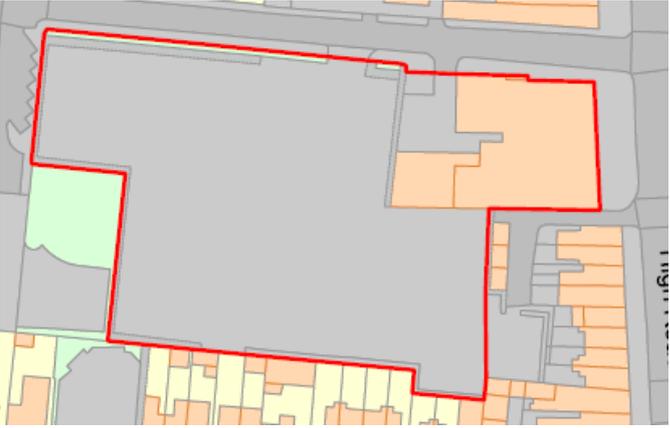
<p>Site No. 56</p>	<p>Site Address:</p>	
<p>Woodside Park Station West (Existing Transport Infrastructure)</p>	<p>Station Approach, Woodside Park, N12 8RT</p>	
 <p>Site Map</p>	 <p>Location map</p>	<p>Site Size: 1.37 ha PTAL 2019: 3 PTAL projected 2031: 4 Ward: Totteridge</p>
<p>Existing or most recent site use/s: undeveloped land adjacent to railway corridor</p>	<p>Ownership: Public (TfL)</p>	
<p>Proposed use type/s: residential-only</p>	<p>Indicative residential capacity: 356</p>	
<p>Location type: Urban</p>	<p>Site source: Call for sites</p>	

<p>Applicable Draft Local Plan policies: GSS01, GSS09, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH07, CHW02, ECC02, ECC06, TRC01, TRC03,</p>	<p>Development timeframe: 0-5 years</p>
<p>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.</p>	
<p>Initial planning considerations: Design considerations to avoid privacy issues with neighbouring housing and to 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.</p>	

<p>Site No. 57</p>	<p>Site Address:</p>	
<p>309-319 Ballards Lane (North Finchley Town Centre)</p>	<p>309-319 Ballards Lane, North Finchley, N12 8LY</p>	
 <p>Site Map</p>	 <p>Location Map</p>	<p>Site Size: 0.40 ha PTAL 2019: 3 PTAL projected 2031: 4 Ward: West Finchley</p>
<p>Existing or most recent site use/s: retail and office</p>	<p>Ownership: Private</p>	

Proposed use type/s: residential with 20% mixed uses (retail, office and community)	Indicative residential capacity: 130
Location type: Central	Site source: North Finchley SPD
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	Development timeframe: 11-15 years
<p>Site description:</p> <p>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.</p>	
<p>Initial planning considerations:</p> <p>Proposals should include town centre uses of retail, office and community, with residential above. The accessible location and surrounding townscape underpin a relatively high density of redevelopment, while being sensitive to the adjacent United Services Club and Finchley War Memorial, as well as the low-rise residential properties to the rear. Refer to the North Finchley SPD for further guidance.</p>	

Site No. 58	Site Address:
811 High Rd & Lodge Lane carpark (North Finchley Town Centre)	811 High Rd & Lodge Lane, North Finchley, N12 8JT

 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p> <p>Site Size: 0.73 ha</p> <p>PTAL 2019: 4</p> <p>PTAL projected 2031: 4</p> <p>Ward: West Finchley</p>
<p>Existing or most recent site use/s: public carpark retail and office</p>	<p>Ownership: Mixed Council and private</p>
<p>Proposed use type/s: residential with 30% mixed uses (retail, office and replacement public car parking)</p>	<p>Indicative residential capacity: 132</p>
<p>Location type: Urban</p>	<p>Site source: North Finchley SPD</p>
<p>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</p>	<p>Development timeframe: 5-10 years</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>Initial planning considerations:</p> <p>Proposals should include retail and office uses with residential above. The accessible location and surrounding townscape can underpin a relatively high density of redevelopment, although proposals</p>	

must be sensitive to the context. Public car parking loss must be assessed and re-provided as required. Refer to North Finchley Town Centre SPD for further guidance.

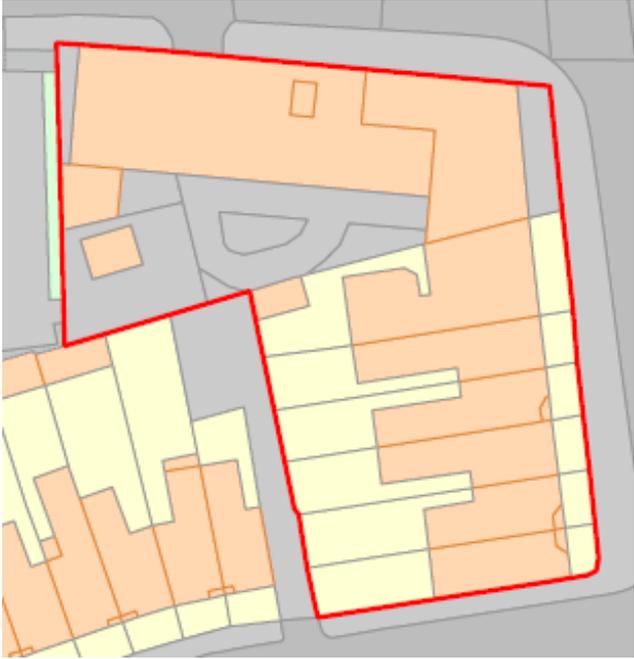
Site No. 59	Site Address:	
Central House (Finchley/ Church End Town Centre)	1 Ballards Lane, Finchley N3 1UX	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 0.15 ha</p> <p>PTAL 2019: 5</p> <p>PTAL projected 2031: 6</p> <p>Ward: West Finchley</p>
		Existing or most recent site use/s: retail and office
Proposed use types/: residential-led with 20% mixed uses (retail and office).	Indicative residential capacity: 48	
Location type: Central	Site source: Call for sites, Finchley Church End Town Centre Strategy	
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	Development timeframe: 0-5 years	

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.

Initial planning considerations:

High public transport accessibility and access to town centre services support a relatively high density of development. The Primary Retail Frontage should be retained, along with office uses. Prior approval (16/3722/PNO) has been granted for 48 units. Refer to the Finchley Church End Town Centre Strategy.

Site No. 60	Site Address:	
Finchley House (key site 3) (North Finchley Town Centre)	High Road & Kingsway North Finchley N12 0BT	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	<p>Site Size: 0.62 ha</p> <p>PTAL (2019): 4</p> <p>PTAL projected 2031: 4</p> <p>Ward: West Finchley</p>
		Existing or most recent site use/s: offices and residential
Proposed use type/s: residential with 20% mixed uses (office, community).	Indicative residential capacity: 202	
Location type: Central	Site source: North Finchley SPD	

<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</p>	<p>Development timeframe: 5-10 years</p>
<p>Site description:</p> <p>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.</p>	
<p>Initial planning considerations:</p> <p>Proposals should include town centre uses of retail, office and community, with residential above. The ground floor frontage should accommodate active 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. Refer to the North Finchley SPD for further guidance.</p>	

<p>Site No. 61</p>	<p>Site Address:</p>
<p>Tally Ho Triangle (key site 1) (North Finchley Town Centre)</p>	<p>High Rd, Ballard's Lane & Kingsway, North Finchley, N12 0GA/ 0GP</p>

 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location map</p> <p>Site Size: 0.99 ha</p> <p>PTAL 2019: 4</p> <p>PTAL projected 2031: 4</p> <p>Ward: West Finchley</p>
<p>Existing or most recent site use/s: retail, office, arts centre, bus station, public car parking, residential and community facilities</p>	<p>Ownership: mixed Council/ private</p>
<p>Proposed use type/s: residential with 30% mixed uses (leisure, retail, office, transport, public car parking and community facilities).</p>	<p>Indicative residential capacity: 281</p>
<p>Location type: Central</p>	<p>Site source: North Finchley SPD</p>
<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</p>	<p>Development timeframe: 11-15 years</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>	

Initial planning considerations:

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 re-provided as needed. Refer to the North Finchley Town Centre SPD for further guidance.

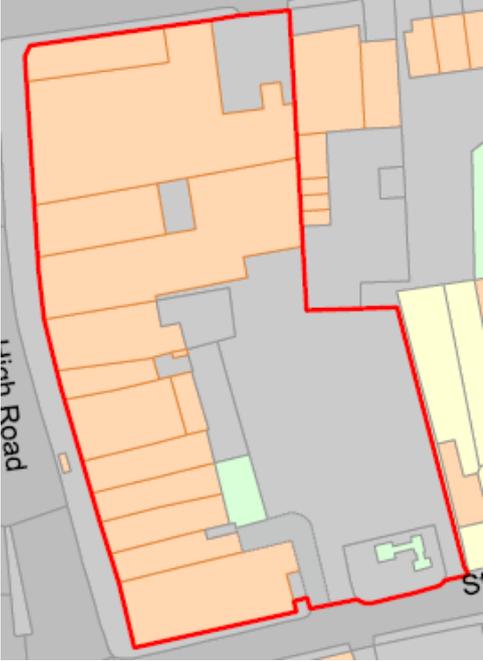
Site No. 62	Site Address:	
Tesco Finchley (Central Finchley/ Church End Town Centre)	21-29 Ballard's Lane, Finchley, N3 1XP	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location map</p>	<p>Site Size: 0.85 ha</p> <p>PTAL 2019: 4</p> <p>PTAL projected 2031: 5</p> <p>Ward: West Finchley</p>
		Existing or most recent site use/s: supermarket with associated car parking and office uses.
Proposed use type/s: residential with 25% mixed uses (retail, office and car parking).	Indicative residential capacity: 170	
Location type: Urban	Site source: Finchley Church End Town Centre Strategy	

<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</p>	<p>Development timeframe: 11-15 years</p>
<p>Site description:</p> <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>	
<p>Initial planning considerations:</p> <p>Primary Retail Frontage and office uses must be retained in this prominent town centre location. 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. Car parking requirements should be assessed and re-provision may be needed. For further information refer to the Finchley Church End Town Centre Strategy.</p>	

<p>Site No. 63</p>	<p>Site Address:</p>
<p>Philex House (Major Thoroughfare)</p>	<p>110-124 West Hendon Broadway, West Hendon, NW9 7DW</p>

 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p> <p>Site Size: 0.28 ha</p> <p>PTAL 2019: 3</p> <p>PTAL projected 2031: 3</p> <p>Ward: West Hendon</p>
<p>Existing or most recent site use/s: office</p>	<p>Ownership: Private</p>
<p>Proposed use type/s: residential only</p>	<p>Indicative residential capacity: 48</p>
<p>Location type: Urban</p>	<p>Site source: Unimplemented 2006 UDP proposal</p>
<p>Applicable Draft Local Plan policies: GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH04, CDH08, CHW01, CHW02, ECC02, TRC01, TRC03</p>	<p>Development timeframe: 0-5 years</p>
<p>Site description:</p> <p>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.</p>	
<p>Initial planning considerations:</p> <p>Suitable for residential redevelopment. 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.</p>	

<p>Site No. 64</p>	<p>Site Address:</p>
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<p>744-776 High Rd (North Finchley Town Centre)</p>	<p>744-776 High Rd, North Finchley, N12 9QG</p>
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p> <p>Site Size: 0.54 ha PTAL 2019: 4 PTAL projected 2031: 4 Ward: Woodhouse</p>
<p>Existing or most recent site use/s: retail, restaurants, residential and public car park</p>	<p>Ownership: mixed Council and private</p>
<p>Proposed use type/s: residential with 20% mixed uses (retail and office).</p>	<p>Indicative residential capacity: 175</p>
<p>Location type: Central</p>	<p>Site source: North Finchley SPD</p>
<p>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</p>	<p>Development timeframe: 11-15 years</p>
<p>Site description: The site is central to North Finchley Town Centre and includes a 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.</p>	
<p>Initial planning considerations:</p>	

Proposals should include retail 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 loss of public car parking must be assessed. Refer to the North Finchley SPD for further guidance.

Site No: 65	Site Address:	
Barnet Mortuary (former) (Major Thoroughfare)	Dolman Close Finchley N3 2EU	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p> <p>Site Size: 0.25 ha PTAL (2019): 1B PTAL projected 2031: 1B Ward: Woodhouse</p>	
Existing or most recent site use/s: storage	Ownership: Council	
Proposed use type/s: residential only	Indicative residential capacity: 20	
Location type: Urban	Site source: Council assets disposal programme	
Applicable Draft Local Plan policies: GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW02, ECY03, ECC06, TRC01, TRC03	Development timeframe: 0-5 years	
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.

Planning considerations:

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	Site Address:	
East Wing (key site 4) (North Finchley Town Centre)	672-708 High Rd North Finchley N12 9PT/9QL	
 <p style="text-align: center;">Site Map</p>	 <p style="text-align: center;">Location Map</p>	
	<p>Site Size: 0.44 ha</p> <p>PTAL 2019: 3</p> <p>PTAL projected 2031: 4</p> <p>Ward: Woodhouse</p>	
Existing or most recent site use/s: retail, office and residential	Ownership: Private	
Proposed use type/s: residential with 30% mixed uses (retail, office and cultural)	Indicative residential capacity: 125	

Location type: Central	Site source: North Finchley SPD
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	Development timeframe: 11-15 years
<p>Site description:</p> <p>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.</p>	
<p>Initial planning considerations:</p> <p>Proposals should include town centre uses of retail, office and community, with residential above. The accessible location and town centre context underpin a relatively high density. For further guidance reference should be made to the North Finchley Town Centre SPD.</p>	

Site No. 67	Site Address:
Great North Leisure Park (Major Thoroughfare)	High Rd, Friern Barnet, N12 0GL
	 <p>Location Map</p>

 <p style="text-align: center;">Site Map</p>	<p>Site Size: 3.45 ha</p> <p>PTAL 2019: 1B</p> <p>PTAL projected 2031: 2</p> <p>Ward: Woodhouse</p>
<p>Existing or most recent site use/s: cinema, bowling, leisure/ sports centre with lido, restaurants and extensive car parking</p>	<p>Ownership: mixed</p>
<p>Proposed use type/s: residential-led with 40% mixed uses (leisure and community).</p>	<p>Indicative residential capacity: 352</p>
<p>Location type: Urban</p>	<p>Site source: Call for sites</p>
<p>Applicable Draft Local Plan policies: GSS01, GSS11, HOU01, HOU02, CDH01, CDH02, CDH03, CDH07, CHW01 CHW02, ECC05, ECC06, TRC01, TRC03</p>	<p>Development timeframe: 11-15 years</p>
<p>Site description:</p> <p>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>Initial planning considerations:</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 A1 to A5 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 may 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 Better homes for local people, Mayor of London, 2018
- ⁸ <https://www.barnet.gov.uk/planning-and-building/planning-policies/local-plan-review/authorities-monitoring-report>
- ⁹ Draft London Plan Table 3.1 – Minimum space standards for new dwellings
- ¹⁰ Barnet's Employment Land Survey highlights the number of microbusinesses operating from residential premises
- ¹¹ <https://www.barnet.gov.uk/planning-and-building/planning-policies-and-local-plan/employment-use-residential-use-article-4>
- ¹² Barnet SHMA 2018 – Figure 35
- ¹³ Barnet SHMA 2018 Figure 36
- ¹⁴ Barnet Residential Conversions Study 2019
- ¹⁵ Draft London Plan Table 3.1 – Minimum space standards for new dwellings
- ¹⁶ House of Commons, Communities and Local Government Committee -Housing for older People – 2nd Report, February 2018
- ¹⁷ Barnet SHMA 2018 Figure 44
- ¹⁸ 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.
- ¹⁹ "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.
- ²⁰ The Agent of Change principle (draft London Plan Policy D12) aims to protect the existing uses and prevent impacts on business operations in planning terms
- ²¹ A major residential proposal involves 10 or more residential units
- ²² Historic England Advice Note 4 - 2015
- ²³ Subject to production of joint area planning framework with LB Enfield, LB Haringey and Mayor of London
- ²⁴ 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
- ²⁵ Historic England prepares a Heritage at Risk Register. The Council will encourage these assets to be rescued taking opportunities to work with public, private and community partners
- ²⁶ Outdoor Advertisements and Signs – A Guide for Advertisers, 2007

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- ²⁷ Planning Practice Guidance ID-53-006-20170728
- ²⁸ Barnet Hot Food Takeaways Review 2018
- ²⁹ Barnet Shisha Bars Report 2016
- ³⁰ Chipping Barnet, Cricklewood, North Finchley and Whetstone are identified in the draft London Plan as town centres where the night time economy is of more than local significance.
- ³¹ Joint Strategic Needs Assessment 2015
- ³² Cemetery Research Group – An audit of London Burial Provision, March 2011.
- ³³ Review of Public Houses in Barnet 2018
- ³⁴ <https://www.barnet.gov.uk/planning-and-building/planning-policies-and-local-plan/employment-use-residential-use-article-4>
- ³⁵ 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.
- ³⁶ <https://www.barnet.gov.uk/planning-and-building/planning-policies-and-local-plan/employment-use-residential-use-article-4>
- ³⁷ a use that is solely employment generating use for the equivalent of 2FTE and does not invoke the Agent of Change Principle.
- ³⁸ Barnet 2024- Corporate Plan 2019 -2024
- ³⁹ Draft London Plan Figure 9.3
- ⁴⁰ The Energy Hierarchy is set out in London Plan Policy 5.2 Minimising Carbon Dioxide Emissions.
- ⁴¹ BRE Housing Stock Model Update for Barnet 2009
- ⁴² https://www.london.gov.uk/sites/default/files/london_environment_strategy_0.pdf
- ⁴³ 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/uksi/2010/675/contents/made>
- ⁴⁴ Residential development over 200 units or a site of 4 hectares or more. Non residential development over 10,000 m²
- ⁴⁵ 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
- ⁴⁶ 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>
- ⁴⁷ 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>
- ⁴⁸ Minor development means:

-- Minor non-residential extensions: Industrial/Commercial/Leisure etc. extensions with a footprint less than 250 m2.

– Alterations: development that does not increase the size of buildings eg alterations to external appearance.

– ‘Householder’ development: eg sheds, garages, games rooms etc. within the curtilage of the existing dwelling in addition

to physical extensions to the existing dwelling itself. This definition excludes any proposed development that would

create a separate dwelling within the curtilage of the existing dwelling eg subdivision of houses into flats.

⁴⁹ 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.

⁵¹ 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).

⁵² <http://www.londongardensonline.org.uk/>

⁵³ <https://www.barnetallotments.org.uk/apply/>

⁵⁴ https://greenerjourneys.com/wp-content/uploads/2016/06/TTBusReport_Digital.pdf

⁵⁵ Mayor’s Transport Strategy, GLA 2018

⁵⁶ Sustainable Transport Strategy – London Strategy, Journeys originating in Barnet – modes of transport 14/15-16/17

⁵⁷ <http://content.tfl.gov.uk/ulez-boundary-map-from-25-october-2021.pdf>

⁵⁸ Department of Transport – Road Casualties by Severity - London Datastore

⁵⁹ Draft London Plan – Table 10.2 – Minimum cycle parking standards

⁶⁰ Draft London Plan – Figure 10.2 – Area where higher minimum cycle parking standards apply

⁶¹ Draft London Plan - Figure 9.5 – Broadband speed 2016