

Cabinet, 12 March 2024

Addendum to Item 12 – Local Plan Main Modifications

Overview and Scrutiny Committee on 5th March 2024 considered the Local Plan – Main Modifications prior to Cabinet’s consideration of the item. A minute extract from the Committee is detailed below:

“The Cabinet Member for Homes and Regeneration, Councillor Ross Houston, the Service Director Planning and Building Control, Fabien Gaudin, and the Planning Policy Manager, Nick Lynch, were in attendance to present the item.

The report outlined that following submission of the Local Plan for Independent Examination and the subsequent examination Hearing Sessions, the Inspectors had recommended a series of Main Modifications to the Plan for it to be found sound. The report set out the Schedule of Proposed Modifications required to comply with national planning policies, the London Plan, and local policies (such as the updated Housing Strategy and Net Zero) and sought the Committee’s input on these before they were reported to Cabinet on 12 March 2024.

The Cabinet Member for Homes and Regeneration advised the Committee that as the Plan did not cover a full 15-year period to 2036, there was a requirement that a review of the Plan should commence within a year of adoption.

The Committee noted the removal of the definition of very tall buildings in the proposed modifications. Officers reported that the Inspectors considered that there was no evidence to justify any divergence from London Plan policy. However, the London Plan sets out specific design criteria that proposals for tall buildings are required to address and that heights will be determined in response to including locations where the Local Plan considers tall buildings may be appropriate. Concern was expressed at the clustering of tall buildings in certain areas (e.g. town centres such as Edgware). The Cabinet Member for Homes and Regeneration commented that the introduction of the Design Review Panel would improve the quality of high-density developments.

A Member noted the proposed amendment in relation to Water Courses and an assurance was sought that the requirement to contribute towards the de-culverting of rivers would not increase flood risk in the borough, particularly in relation to the Dollis Brook.

In relation to Crossrail 2, the Committee noted that this scheme may have an impact in the future on the Oakleigh Road Depot and it was considered important that the Council protected this infrastructure.

Officers agreed to propose both changes to the Inspectors as Main Modifications to the Plan.

RESOLVED that the Committee:

- 1. Note the contents of the report and the Schedule of Main Modifications (Appendix A) and the Schedule of Additional Modifications (Appendix B).**

2. **Agree that the comments and concerns relating to de-culverting of water courses and the potential impact of Crossrail 2 as detailed be referred to the meeting of Cabinet on 12 March 2024 for consideration alongside the Schedules of Main and Additional Modifications.”**

Following the Committee meeting, officers consulted with the Inspector who has indicated the changes relating to the **de-culverting of water courses and protection of the Oakleigh Road Depot are acceptable and therefore an addendum to Appendix A – Schedule of Main Modifications to Local Plan is proposed (with new modifications highlighted) as detailed below:**

“MM66

10.15 Watercourses

10.15.1 Barnet’s rivers have been hugely altered from their natural state. Culverting of watercourses can exacerbate flood risk, increase maintenance requirements, and destroy wildlife habitats. Hence, the Council strongly discourages any proposals that include any new additional culverting of the watercourses and will only considers it, if alternative options have been explored and there is no reasonably practical solution. Wherever possible, rivers and watercourses should be de-culverted and restored to a more natural state in order to improve biodiversity and help reduce the speed of run off. **However, such actions should not increase flood risk.** Buildings should not be sited over the top of new or existing culverts/ordinary watercourses. The Council will oppose planning consent for any building over a culvert as the culvert may, in the future, need to be repaired, replaced or upgraded if conditions in the catchment change.

Reason for MM – Change to para 10.15.1 to highlight concerns about de-culverting increasing flood risk.

MM71

11.4.4 Crossrail 2 is a proposed new railway line serving London and the South East, linking Surrey to Hertfordshire via Central London destinations. A new Crossrail 2 station remains proposed at New Southgate and will be located at the end of the New Southgate branch. Crossrail 2 train infrastructure maintenance depot and stabling ~~is~~ are planned to be located on Oakleigh Road South and a tunnel portal to the south of the station. **The land at Oakleigh Road South which includes the Council’s Depot, (currently identified as a Locally Significant Industrial Site (LSIS) remains designated as a sustainable employment location under Policy ECY01 as well as safeguarded for Crossrail 2 and this safeguarding is both designations are reflected in the Local Plan Policies Map (see the Changes to the Policies Map document).** New Southgate Station is on the boundary with LB Enfield and as such the boroughs will work together to ensure the station upgrade and subsequent regeneration of the area as an Opportunity Area (as identified in the London Plan) is coordinated and benefits both existing and new residents.

Reason for MM – Change to para 11.4.4 to highlight that Council Depot is within a sustainable employment location as well as in land safeguarded for Crossrail 2.”