

# Barnet's Local Plan

## (Core Strategy)

Development Plan Document  
September 2012



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## QUICK TIP

Contents: Anything highlighted in Blue can be clicked. Try for yourself.

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# Foreword

**We have developed this Core Strategy to guide planning, regeneration and redevelopment to enhance Barnet as an excellent suburb.**



**Councillor Richard Cornelius**  
Leader of Barnet Council

People choose to live in Barnet because of its clean and green environment, excellent schools, low levels of crime, good radial transport, public spaces and high quality housing.

Our philosophy is to ensure protection and enhancement of what is good, consolidation of building work in the pipeline and ensure the provision of supporting infrastructure. We will plan and control further re-development and manage change, throughout the borough for the benefit of residents.

The policies in the Core Strategy will shape our suburb in the future, help create attractive new buildings and neighbourhoods by providing us with the policy framework to restrict inappropriate increases in urbanisation.

# List of Core Strategy policies

Ref

Policy Title

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# 1. Introduction

## 1.1 What are the Local Plan and the Core Strategy?

**1.1.1** The Local Plan replaces the Unitary Development Plan (UDP) (adopted May 2006). It embodies spatial planning – the practice of ‘place shaping’ to deliver positive social, economic and environmental outcomes and provide the overarching local policy framework for delivering sustainable development in Barnet. Barnet’s Local Plan provides a ‘folder’ of separate documents, the most important of which is the Core Strategy. This contains the ‘vision’ for the Local Plan and the most fundamental, cross-cutting objectives and policies that the local authority and its partners will seek to deliver.

**1.1.2** Barnet’s Local Plan primarily consists of a suite of Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs):

- the Core Strategy DPD which sets out the vision, objectives and related strategic policies
- the Site Allocations DPD which identifies future sites for development
- the Development Management Policies DPD which sets out policy framework for decision making on planning applications
- the Mill Hill East Area Action Plan DPD (adopted January 2009)
- the Colindale Area Action Plan DPD (adopted March 2010)
- the emerging North London Waste Plan DPD
- a suite of ‘supplementary planning documents’ and ‘design guidance notes’ which provide more detailed guidance on determining planning applications and S106 requirements
- the Local Development Scheme for Barnet which sets out the timetable for the above documents
- the Statement of Community Involvement which sets out the principles on how Barnet will consult with the community
- the Annual Monitoring Report which assesses the performance of the Local Plan and identifies significant trends affecting Barnet.

**1.1.3** Government Policy towards spatial planning is contained in the National Planning Policy Framework (NPPF). The NPPF sets out the Government’s planning policies for England and how these are expected to be applied. The NPPF must be taken into account in the preparation of Local Plans and is a material consideration in planning decisions. If a local interpretation of national planning policy is proposed, this must be justified. It is not necessary for the Core Strategy to repeat either national or London Plan Policy.

**1.1.4** The NPPF states that policies in Local Plans should follow the approach of the presumption in favour of sustainable development, the golden thread running through both plan-making and decision taking. This approach makes clear that development which is sustainable can be approved without delay. Policy CS NPPF reflects the presumption in favour of sustainable development.

**1.1.5** Barnet’s Local Plan has been positively prepared based on a strategy which seeks to meet objectively assessed development and infrastructure requirements and is consistent with achieving sustainable development.

**1.1.6** In December 2010 the Coalition Government introduced the Localism Bill as part of its objective to shift power back into the hands of individuals, communities and councils and give local people a real share in growth. The Bill was enacted in November 2011.

The main features of the Act are:

- introduction of new freedoms and flexibilities for local government
- introduction of new rights and powers for communities and individuals
- reform to make the planning system more democratic and more effective
- reform to ensure that decisions about housing are taken locally.

**1.1.7** The Localism Act introduces Neighbourhood Development Plans (NDPs) known as Neighbourhood Plans, and for planning permission to be granted through Neighbourhood Development Orders (NDOs) and Community Right to Build Orders (CRBOs). The Government’s focus on localism and devolution sets a national context for our aim through One Barnet to provide local leadership and joined up services across the public sector.

**1.1.8** Further details on Neighbourhood Plans are set out in Table 1. The Neighbourhood Planning (General) Regulations 2012 enable the production of Neighbourhood Plans.

## 1.2 Purpose of Barnet's Core Strategy

**1.2.1** The Core Strategy will contribute to achieving the vision and objectives of Barnet's Sustainable Community Strategy and will help our partners and other organisations to deliver relevant parts of their programmes. It will cover the physical aspects of location and land use traditionally covered by planning. It also addresses other factors that make places attractive and distinctive as well as sustainable and successful. It will help to shape the kind of place that Barnet will be in the future, balancing the needs of residents, businesses and future generations.

**1.2.2** The Core Strategy should also accord with strategies and programmes which are the product of partnership working with members of Barnet's Local Strategic Partnership (the One Barnet Partnership Board) (Barnet College, CommUNITY Barnet, Metropolitan Police, Middlesex University and NHS Barnet). The Core Strategy should not conflict unnecessarily with the plans of neighbouring London boroughs and adjacent local authorities in Hertfordshire.

**1.2.3** The Core Strategy must also be shown to be viable and flexible so as to allow for future changes in circumstances, including different policy frameworks or changes to the local, regional or national economy. This is important as the current economic climate presents significant challenges for place shaping. When investment in house building and job creation starts to flow again the Core Strategy will provide the framework and certainty that will attract capital investment to Barnet allowing us to guide and steer investment in ways that the community has signed up to.

**Table 1: Introduction to Neighbourhood Plans**

- 'Neighbourhood Forums' may initiate NDPs and NDOs. These would apply to a 'Neighbourhood Area' – an area that a body which is or is capable of being defined as a 'Neighbourhood Forum' has asked to be designated as such by the council.
- Neighbourhood Forums' must be designated by the council and must further the social, economic and environmental well-being of an area, be open to new members, have at least three members living in the area concerned, and have a written constitution. Only one forum can exist for a geographical area and it can only be designated if it applies to the council for designation.
- If asked to designate an area, the council must designate at least part of it. Existing areas can be modified when new areas are created, but they mustn't overlap. The council must provide any reasons for refusal to designate, and designations last for 5 years.
- NDPs can address as many or as few issues as the community wants. CLG has suggested that there may not be a great difference between AAPs and NDPs apart from the latter being more community focussed.
- Local authorities can recover costs for setting up NDPs and NDOs, subject to regulation. They are required to advise and assist in making NDOs, but aren't required to give financial assistance. Local authorities are not required to consider repeat proposals.
- NDPs can only operate for one area and must specify their period of operation and be compliant with the strategic policies in the Local Plan, and EU and national law and guidance including the need for SEAs and any human rights issues.
- CRBOs are a type of NDO which grant planning consent for a specified small development on a specified site. The benefits of the development such as profits made from letting the homes, will stay within the community.
- Both NDOs and NDPs must be submitted to an examiner who will be an expert but not necessarily a Planning Inspector. If the examiner accepts the proposal it must be subjected to a referendum. Both the examiner and the local authority may prescribe the area that the referendum should cover and any registered voter in the referendum area will be able to vote. If more than 50% of voters are in favour then it will become part of the local development plan. If approved the council must set up the plan or order 'as soon as reasonably practicable'.
- A community organisation must have at least half its members living in the Neighbourhood Area concerned. But their application may refer to a site anywhere in the local authority's boundaries.

**1.2.4** We have considered the responses we have received to extensive consultation since 2008 and together with the background evidence, the sustainability appraisal (see below), the London Plan and the national planning framework provided by Planning Policy Statements/Guidance (both emerging and adopted) we have produced the Core Strategy.

**1.2.5** In order to look forward over fifteen years the Core Strategy has been produced using the most up to date and relevant information available. This is outlined in our published Local Plan evidence base (as listed at para 3.2.1). This evidence will be kept under review.

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

**1.3.1** The former London Plan (2008) identified Colindale (201 hectares) as an Opportunity Area with a minimum target of 10,000 new homes and 500 new jobs delivered between 2001 and 2026. The London Plan (July 2011) identifies the wider Colindale / Burnt Oak Opportunity Area comprising 262 hectares of land in Barnet and Brent as having capacity for a minimum of 2,000 jobs and a minimum housing target of 12,500 new homes between 2011 and 2031. Opportunity Areas have been identified in the adopted London Plan on the basis that they have significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility. The planning framework for Colindale is set out in the Area Action Plan adopted in March 2010. The AAP sets a target of 9,800 new homes by 2021 and a minimum of 1,000 jobs.

**1.3.2** The former London Plan (2008) also identified Mill Hill East (48 hectares) as an Area for Intensification with a minimum target of 3,500 new homes and 500 new jobs delivered between 2001 and 2026. The London Plan (July 2011) identifies Mill Hill East as having capacity for a minimum of 1,800 jobs and a minimum housing target of 2,100 new homes between 2011 and 2031. The planning framework for Mill Hill East is set out in the Area Action Plan adopted in January 2009. The AAP sets a target of 2,000 new homes by 2024 and a minimum of 500 jobs.

**1.3.3** In order to support early delivery of housing, we decided, in agreement with advice from the Greater London Authority (GLA) and the former Government Office for London, to prepare both the Colindale and Mill Hill East Area Action Plans ahead of this borough-wide Core Strategy.

**1.3.4** In common with the Core Strategy the AAPs have been prepared in the full light of Barnet's place shaping and corporate regeneration strategy, the 'Three Strands Approach'. With the London Plan providing the regional spatial strategy for both the AAPs and the Core Strategy, both have been prepared within the same strategic and corporate policy context which will ensure conformity and consistency.

### **1.4 Relationship of Barnet's Core Strategy to Brent Cross – Cricklewood Development Framework**

**1.4.1** The former London Plan (2008) identified Brent Cross Cricklewood (323 hectares) as an Opportunity Area with a minimum target of 20,000 jobs and 10,000 homes delivered between 2001 and 2026. The London Plan (July 2011) identifies Brent Cross Cricklewood as having capacity for 20,000 jobs and a minimum housing target of 10,000 new homes between 2011 and 2031.

**1.4.2** In December 2005 together with the Mayor of London we adopted the Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework as Supplementary Planning Guidance. This Development Framework was produced in collaboration with the GLA, other stakeholders and the Brent Cross Cricklewood Development Partners. The Development Framework, which is highlighted as an adopted Opportunity Area Development Framework (OAPF) in Annex One of the London Plan, was produced to guide and inform design and delivery of development with the aim of achieving high quality comprehensive redevelopment of the area around a new sustainable mixed use town centre spanning the North Circular Road.

**1.4.3** A partnership of key landowners and developers (Brent Cross – Cricklewood Development Partners) submitted in March 2008 a hybrid (part outline / part full) planning application for the comprehensive regeneration of the area. This has included extensive pre and post application consultation with the council and its partners, the GLA, Transport for London, the Highways Agency, the Environment Agency and other agencies and stakeholders including the local community. In November 2009 the council resolved to approve the outline application subject to completion of a Section 106 Agreement.

**1.4.4** In March 2010 the Mayor of London stated that he was content for Barnet to determine the application, subject to the decision of the Secretary of State for Communities and Local Government. In June 2010 the Secretary of State informed the council that he considered that as the application did not raise issues of more than local importance it would be appropriate for the local authority to determine it. As a result of the completion of the Section 106 Agreement, planning permission was issued in October 2010.

**1.4.5** The Development Framework was prepared in parallel with the development of UDP policies on Brent Cross – Cricklewood as listed in Appendix A. This suite of UDP policies were saved by the Direction issued by the Secretary of State on May 13 2009. In view of the progress that has been made towards the implementation of the saved UDP policies on Brent Cross – Cricklewood we consider that it is inappropriate at this time to replace them. In order to provide a policy framework to secure the future comprehensive redevelopment of Brent Cross Cricklewood these ‘saved’ policies will continue to operate until it is considered appropriate to replace them. These policies within the saved UDP shall continue to be part of the development plan.

**1.4.6** Monitoring indicators for the Brent Cross – Cricklewood Policy set out in Appendix B will have regard to the progress made in the implementation and delivery of regeneration. The key milestone for the regeneration of Brent Cross – Cricklewood is likely to be the Phase 1 Compulsory Purchase Order (CPO). If by the end of 2014 any CPO that is required to deliver Phase 1 and commence the development has not been made and submitted for confirmation we will instigate a review of the policy framework for Brent Cross – Cricklewood. The form of the review will be set out in a revision to the Local Development Scheme and may, if necessary or appropriate, lead to introduction of new DPD or SPD to further guide and control the comprehensive regeneration of Brent Cross – Cricklewood.

## **1.5 Relationship of Barnet’s Core Strategy to Neighbourhood Plans**

**1.5.1** We envisage that Neighbourhood Plans (as set out in Table 1) will emerge in Barnet and be prepared by local communities with our support and advice. The Neighbourhood Plan must be in general conformity with the Core Strategy.

**1.5.2** The purpose of the Localism Bill is to promote growth by enabling communities to share in the proceeds of growth through New Homes Bonus (see para 20.9.3) and Community Infrastructure Levy (see section 20.7) and through encouraging participation, empowering communities to plan their own areas.



### **Policy CS NPPF: National Planning Policy Framework – Presumption in favour of sustainable development**

When considering development proposals we will take a positive approach that reflects the presumption in favour of sustainable development contained in the National Planning Policy Framework (NPPF).

We will always work proactively with applicants jointly to find solutions which mean that proposals can be approved wherever possible, and to secure development that improves the economic, social and environmental conditions in Barnet.

Planning applications that accord with policies in Barnet's Local Plan (and, where relevant, with policies in neighbourhood plans) will be approved without delay, unless material considerations indicate otherwise.

Where there are no policies relevant to the application or relevant policies are out of date at the time of making the decision then the council will grant permission unless material considerations indicate otherwise – taking into account whether:

- Any adverse impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole; or
- Specific policies in that NPPF indicate that development should be restricted.

### **Key References**

- Barnet Sustainable Community Strategy 2010 – 2020
- Brent Cross, Cricklewood, and West Hendon Regeneration Area Development Framework, 2005
- Colindale Area Action Plan, 2010
- Core Strategy and Development Management Policies – Consultation Report
- Local Development Scheme
- Localism Bill, December 2010
- London Plan, 2011
- London Plan (Consolidated with Alterations since 2004) 2008
- Mill Hill East Area Action Plan, 2009
- National Planning Policy Framework
- Neighbourhood Planning (General) Regulations 2012
- One Barnet Framework, LB Barnet Cabinet November 29 2010
- Statement of Community Involvement, 2007
- Three Strands Approach



## 2. The strategic context for Barnet

### 2.1 Barnet's Sustainable Community Strategy 2010-2020 – One Barnet

**2.1.1** The Sustainable Community Strategy is the 'umbrella strategy' for all the plans and strategies of our key partners. The Local Strategic Partnership (One Barnet Partnership Board) has revised the borough's Sustainable Community Strategy (SCS) for the period 2010 to 2020. One Barnet sets out the strategic vision for Barnet as a place and provides the vehicle for considering and deciding how to address difficult cross-cutting issues such as maintaining the quality of life that makes the borough an attractive place to live.

**2.1.2** Our SCS identifies Barnet as a strong civic society in which people do things for themselves rather than wait for state support. Levels of voluntary activity are high and people take pride in their communities and have high levels of identity with them. Strong civic society is Barnet's core value and the foundation stone for the following values which make Barnet distinctive:

- Strength in Diversity.
- Sharing Opportunities for Success.
- Choice and Responsibility.
- Protecting what we value.
- Embracing change where we need to.

**2.1.3** To achieve these goals our public services work together as One Barnet to deliver efficiencies, provide seamless customer services and develop a shared insight into needs and priorities, driving commissioning of services and making difficult choices about where to prioritise them. The following priorities reflect what residents and partners have told us are the most important issues for them and the most relevant to achieving the vision:

- A Successful London Suburb.
- Stronger Safe Communities for everyone.
- Investing in Children, Young People and their Families.
- Healthy and Independent Living.

**2.1.4** Our spatial vision as a successful London suburb is highlighted in Barnet's Sustainable Community Strategy and delivered through the One Barnet programme. Table 2 sets out how the priorities of the SCS are reflected in the Core Strategy.

**2.1.5** From 2011/12 our 'One Barnet' approach will help local strategic partners to demonstrate the key short-term priorities we will be working on to ensure we are moving in the right direction to deliver the SCS vision.

### 2.2 Three Strands Approach – Protection, Enhancement and Consolidated Growth

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

- **Strand 1.** Absolute protection of the Green Belt, Metropolitan Open Land and other valued open space from inappropriate development
- **Strand 2.** Enhancement and protection of Barnet's suburbs, town centres and historic areas
- **Strand 3.** Consolidated growth in areas in need of renewal and investment.

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

**2.2.3** The Three Strands Approach allows for consolidated growth in housing and employment to be accommodated within Barnet's existing built up area. Where there is already planned or approved pipeline growth this is consolidated in areas in need of renewal and investment and where regeneration delivers significant and lasting economic and wider benefits to communities in Barnet.

**2.2.4** Consolidated growth concentrates new development in the most accessible locations around public transport nodes and town centres where social and physical infrastructure is to be improved. This broad approach can meet the sustainable design principles for a compact city. It can make the best use of development sites, respect the local character of the built and green environment, provide for a mix of uses, and be safe, attractive and accessible to all users. It can also help adapt to and mitigate the effects of climate change. Most importantly, the green belt and the one-third of the borough that comprises green open spaces, is protected from future urbanisation and development to ensure a high quality suburb.

**2.2.5** The Core Strategy is our key planning document. The accompanying Development Management Policies DPD complements the Core Strategy and provides more detailed policy considerations to **Strand 1** and **Strand 2**.

## **2.3 One Barnet Programme**

**2.3.1** Barnet initiated its One Barnet (formerly known as Future Shape) Programme in 2008 in order to address a number of challenges that the council was facing including increasing customer demands, providing more services with less money, static public satisfaction and intractable problems such as disadvantage where public expenditure seemed to have little effect. These problems have been exacerbated by the global recession.

**2.3.2** The basis of One Barnet is the following three key principles:

- One public sector approach – working together in a more joined up way with our public sector partners to deliver better services.
- Relentless drive for efficiency – delivering more choice for better value.
- New relationship with citizens – enabling residents to help one another to access the information and support they need.

**2.3.3** The aim of One Barnet is to become a citizen centred organisation. As part of One Barnet we are working with our public sector partners to share resources, including customer services and our property assets, and work together to achieve economies of scale. We are setting up a Customer Service Organisation to consolidate access services across the council. This will then be extended to other public sector partners.

**2.3.4** In developing a new relationship with citizens we are encouraging self-help and behaviour change. This means that we will provide a better service, putting citizens at the heart of what we do. In return they will do what they can for themselves, their families and their community. This new relationship helps to release resources to help those most in need of public services. Sharing intelligence across the public sector will inform decision making and help shape services to meet the needs of customers. With improved insight we will develop a shared understanding across the council and partner organisations of what life is like for residents and businesses in Barnet and be able to identify the future challenges and our readiness to address them.

**2.3.5** Barnet's Infrastructure Delivery Plan (IDP) forms a key part of the Local Plan evidence base. It creates a valued dataset for successfully implementing a One Barnet approach. The dataset enables the council and its partners to understand how we will shape the future of Barnet.

## **2.4 Barnet Corporate Plan**

**2.4.1** Our Corporate Plan sits beneath Barnet's Sustainable Community Strategy. This ten-year vision entitled 'One Barnet' was developed between the council and its partners defining the distinctive values we share, and the outcomes we are all working towards and which we believe will make the borough an even better place to live. Our aspiration is that all Barnet's public services are working together to achieve these strategic ambitions for the borough and our residents. But our challenge remains the same – to provide better services for our residents at a time of increasing population, rising expectations and reduced public budgets. Using this approach, we will continue to address this challenge by:

- focusing relentlessly on efficiency to ensure every public pound is spent wisely;
- redefining a new relationship with citizens so that they can work with us as part of a 'Big Society' taking responsibility themselves where they can;
- working seamlessly with partners to develop a new public sector approach which will require us to better co-ordinate our work and exploit the efficiencies and benefits of joint working.

All public services face challenges of reduced budgets, finding new solutions to tackling long-standing problems and addressing customer satisfaction. Barnet's Corporate Plan plays an integral role in driving the transformation of local public services. The Corporate Plan is set within the context of the strategic aspirations of Barnet's Sustainable Community Strategy.

**2.4.2** The Corporate Plan contains three priorities:

- **Better services with less money.**
- **Sharing opportunities and sharing responsibilities.**
- **Successful London suburb.**

**2.4.3** All three priorities in the Barnet Corporate Plan are embedded within the Core Strategy:

- In providing better services with less money the Core Strategy addresses the need to:
  - make more efficient use of our community assets in order to improve service delivery. Further integration of services such as libraries and children's centres in 'hubs' is highlighted as the way forward.
  - establish the Community Infrastructure Levy (CIL) as the replacement for S106 funding and set out the evidence on infrastructure requirements in an Infrastructure Delivery Plan which forms the basis for a CIL charging schedule.
- In sharing opportunities and sharing responsibilities the Core Strategy addresses the need to:
  - provide increased housing choice in mixed communities including extra care housing and the need for lifetime homes in order to promote independence and to support vulnerable adults.
  - enable children and young people to develop skills and acquire the knowledge to lead successful adult lives through our programme for improvements to the schools estate, provision of children's centres and commissioning of youth services.
  - improve delivery of primary health care provision as well as targeting unhealthy lifestyles and tackling health inequalities, educating citizens to their own responsibilities.
- In enabling Barnet to continue to be a successful London Suburb the Core Strategy addresses the need to:
  - protect and enhance our natural environment through provision of new, improved, multi-functional and accessible green spaces that form part of a Londonwide green grid.
  - protect and enhance our built environment by ensuring that development respects local context and Barnet's distinctive local character.
  - ensure that a mix of compatible uses is provided in vibrant town centres including retail, housing and affordable and flexible workspace for business.
  - make Barnet a safer place and through our programme of town centre frameworks turn our town centres into places which people want to visit and spend time and money in.

- support integration and cohesion between established communities and the new communities in the growth areas.
- support the plans of NHS Barnet and from 2013 its successors to deliver modern primary care.

## **2.5 Other Barnet strategies and plans**

**2.5.1** The Core Strategy also reflects the spatial dimensions of a range of other plans and strategies which support Barnet's wider priorities. These include the Children and Young People's Plan, Older People's Commissioning Strategy, Housing Strategy, Health and Well-being Commissioning Framework, Regeneration Strategy and the Safer Communities Strategy. These policies, programmes and strategies have all been considered as important markers in the development of the Core Strategy and form part of the evidence base.

## **2.6 Barnet – voice of the suburbs**

**2.6.1** Barnet has been a key player in researching and developing national, regional and local policy on successful city-suburbs and their key role in the wider city economy. Barnet has led the thinking on a range of suburban issues in London. Working with the Leadership Centre for Local Government the "State of the Suburbs" report was published in May 2007. This highlights the strengths of the suburbs, including the relatively high quality of the suburban environment, high skills level and the generally high quality of life.

**2.6.2** Barnet has also contributed to the London Councils report "Successful Suburbs – the Case for Investment in London's Suburban Communities" published in March 2009. This highlighted that the case for investment in our suburbs is not a case for the movement of existing investment from inner priority areas to outer London; it is about unlocking the potential of suburbs to contribute more to the performance of the capital as a whole. The Successful Suburbs Report identified unlocking the potential of the following for investment:

- Revitalising economic activity in the suburbs – particularly the focus on improving town centres.
- Investing in infrastructure to meet a changing and growing population – particularly the investment in community and health facilities and in transport.
- Reducing the suburb's carbon footprint through, in particular, focussing on behaviour change.

These priorities are reflected throughout our Core Strategy.

## 2.7 London Plan

**2.7.1** The adopted London Plan, published in July 2011, provides the Londonwide context for borough planning policies. This is the statutory development plan for the borough and the starting point for decisions on planning applications. The Core Strategy must have cognisance of this strategic background and be in general conformity with it as well as being consistent with national planning guidance.

**2.7.2** The Mayor has put forward a vision for the sustainable development of London up to 2031. The Mayor's vision is that London should excel among global cities – expanding opportunities for all its people and enterprises, achieving the highest environmental standards and quality of life and leading the world in its approach to tackling the urban challenges of the 21st century, particularly that of climate change.

**2.7.3** The Mayor's vision is supported by the following six detailed objectives which ensure London is

- A city that meets the challenges of economic and population growth.
- An internationally competitive and successful city.
- A city of diverse, strong, secure and accessible neighbourhoods.
- A city that delights the senses.
- A city that becomes a world leader in improving the environment.
- A city where it is easy, safe and convenient for everyone to access jobs, opportunities and facilities.

**2.7.4** In 2008 the Mayor established the Outer London Commission to examine the extent to which the Outer London boroughs can contribute to the economic success of London as a whole, identify the factors which are holding them back from making that contribution and make recommendations to be taken forward in the London Plan and the Mayor's other Strategies on Economic Development and Transport. The Commission's Interim Conclusions were published in July 2009 and were taken into account by the Mayor in the London Plan.

**2.7.5** Outer London is where 60 per cent of Londoners live and where over 40 per cent of London's jobs are located. The London Plan seeks a more dispersed and polycentric pattern of development in London focused on a network of town centres. Such dispersal can help address the pressures on the transport network into central London created by the imbalance between where people live and where they work. The London Plan sets out a vision and strategy for Outer London recognising the diversity of the area and its key contribution to the quality of life in London as a whole. A high quality of life is essential to London's future success. Providing places where people will want to work and live, will be important to attracting and retaining the kind of economic sectors which may lift growth in Outer London.

## 2.8 North West London – Luton Corridor

**2.8.1** Barnet does not sit in isolation. In the production of this Core Strategy we have taken account of our relationship with neighbouring authorities in London and Hertfordshire as well as those areas with whom we share transport links. The spatial context for Barnet is provided in Map 1.

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

## 2.9 Sustainability Appraisal

**2.9.1** We need to carry out a sustainability appraisal of the Core Strategy and other relevant Local Plan documents. This promotes sustainable strategies and policies through an assessment of their environmental, social and economic impacts. It helps us to identify and minimise any potential harmful impacts of our strategy and policies and to maximise the beneficial impacts.

**2.9.2** As the first stage of the sustainability appraisal of the Core Strategy we prepared a Scoping Report, which looked at the baseline information and relevant plans, policies and programmes. This was sent to statutory consultees for comment in line with the Regulations. Following this we have carried out an appraisal of the options considered in Core Strategy Issues and Options, Direction of Travel and Publication (Pre-Submission) Stage. This has been followed by a final appraisal of the Core Strategy.

**2.9.3** We also carried out a screening assessment of the Core Strategy to ascertain its impact on sites of European importance for habitats or species. The screening assessment found that no significant effects were likely. Therefore we have not carried out a Task Two (Appropriate Assessment) of the Habitats Regulations Appropriate Assessment process.

## **2.10 Equalities Impact Assessment**

**2.10.1** We have also undertaken an Equalities Impact Assessment of the Core Strategy in order to highlight the likely impact on identified key equalities groups (in terms of race, gender, disability, age, sexual orientation and faith) who are considered to be at particular risk of discrimination and inequality of opportunity. The Equalities Impact Assessment has found that the Core Strategy does not create any adverse impacts for any of the identified groups.

## **2.11 Monitoring**

**2.11.1** The Core Strategy is not a static document. Monitoring mechanisms make it a living document that is capable of being changed in part or in full. We will monitor the effectiveness of the Core Strategy in delivering its objectives by assessing its performance against a series of indicators. A number of indicators will be included for each policy in the Core Strategy. These are set out in Appendix B. Each year we publish an Annual Monitoring Report. This will:

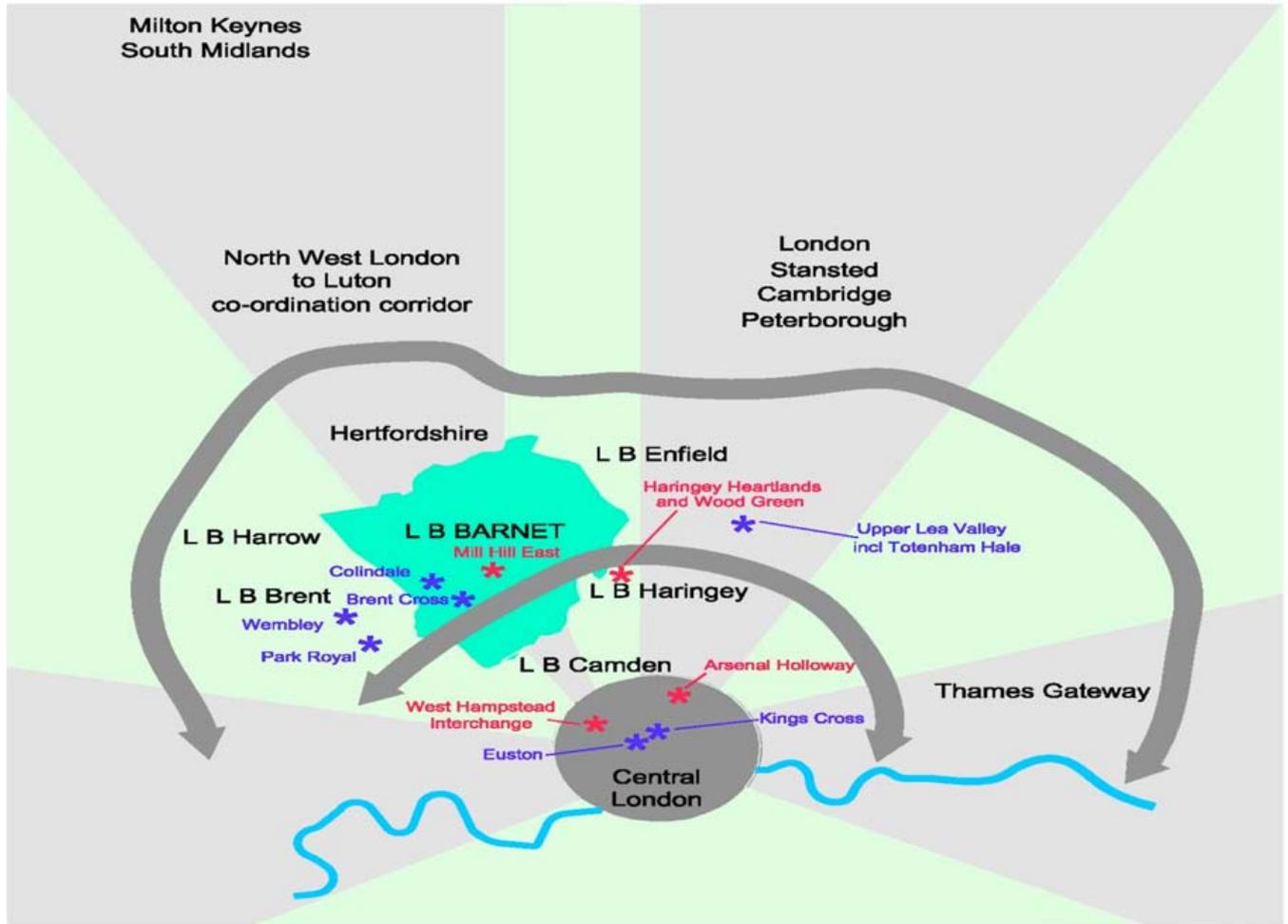
- assess the performance of the Core Strategy and other Local Plan documents following their adoption;
- identify the need to reassess or review any policies or approaches;
- make sure the context and assumptions behind our approach are still relevant; and
- identify trends in the wider social, economic and environmental issues facing Barnet.

## **Key References**

- Annual Monitoring Reports.
- Barnet Children and Young People's Plan
- Barnet Health and Well-being Commissioning Framework
- Barnet Housing Strategy
- Barnet Older Adults Strategy
- Barnet Safer Communities Strategy
- Barnet Sustainable Community Strategy 2010 – 2020
- Core Strategy – Equalities Impact Assessment
- Core Strategy – Habitats Regulations Assessment
- Core Strategy – Sustainability Appraisal
- Infrastructure Delivery Plan
- London – Luton Corridor Prospectus, North London Strategic Alliance, 2009
- London Plan, 2011
- One Barnet Framework, LB Barnet Cabinet November 29 2010
- Outer London Commission – Interim Conclusions, 2009
- State of the Suburbs, Local Future Group, 2007
- Successful Suburbs – the Case for Investment in London's Suburban Communities, London Councils, 2009
- Three Strands Approach



**Map 1: Spatial context for Barnet**

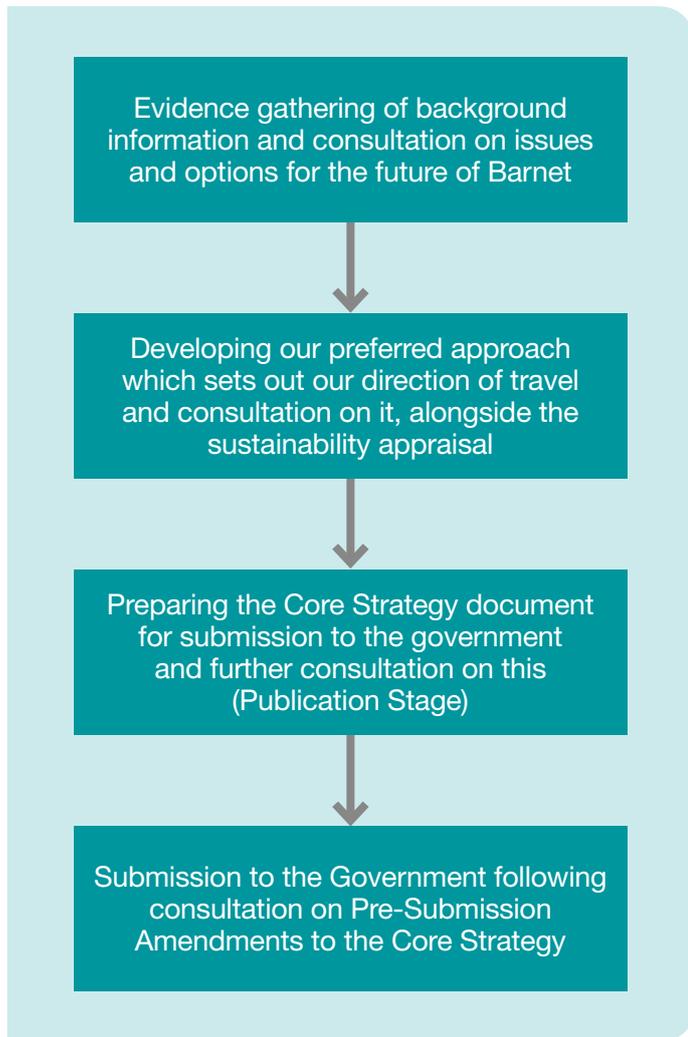


**KEY**  
 \* Opportunity Areas as defined in the London Plan  
 \* Areas of Intensification as defined in the London Plan

## 3. Preparing Barnet's Core Strategy

### 3.1 Consultation

**3.1.1** The process for preparing the Core Strategy, included four rounds of public consultation, is set out in the table below.



**3.1.2** The Core Strategy has been developed on the basis of:

- What you told us – the response to consultation on Barnet's Core Strategy. This is set out in the Core Strategy Consultation Report
- What the evidence shows – the picture presented by the studies we have commissioned or evidence we have collected
- What is happening at the national and regional level – our approach must be consistent with national planning guidance and the London Plan, unless we have strong evidence that a different approach is more appropriate

- What is happening with Barnet's Sustainable Community Strategy and other boroughwide strategies produced by the council and its partners such as the Barnet Children and Young People's Plan, Older People's Commissioning Strategy, Housing Strategy, Health and Well-being Commissioning Framework, Regeneration Strategy and the Safer Communities Strategy.

### 3.2 Evidence gathering – What makes Barnet distinctive?

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

**3.2.2** Barnet's published evidence base for the Core Strategy includes, but is not limited to, the following:

- Barnet Affordable Housing Viability Assessment
- Barnet's Annual Monitoring Reports
- Barnet Characterisation Study
- Barnet Community Buildings Needs Assessment
- Barnet Employment Land Review
- Barnet Heat Map
- Barnet Housing Needs Study 2006
- Barnet Infrastructure Delivery Plan
- Barnet Open Spaces, Sport and Recreational Facilities Needs Assessment
- Barnet Tall Buildings Study
- Barnet Town Centres Floorspace Needs Assessment and 2010 Update
- Barnet Transport Review
- BRE Housing Stock Model Update for Barnet 2009
- Core Strategy Sustainability Appraisal
- Crime, Disorder and Substance Misuse Strategic Assessment
- Demographic information including Census data and GLA projections

- Joint Strategic Needs Assessment for Health and Social Care
- London Biodiversity Action Plan
- London Regional Landscape Framework
- London Strategic Housing Land Availability Assessment
- London Town Centre Health Check Analysis Report
- North London Strategic Flood Risk Assessment
- North London Strategic Housing Market Assessment
- State of the Borough Report.

### 3.3 Consideration of National and London Plan policy

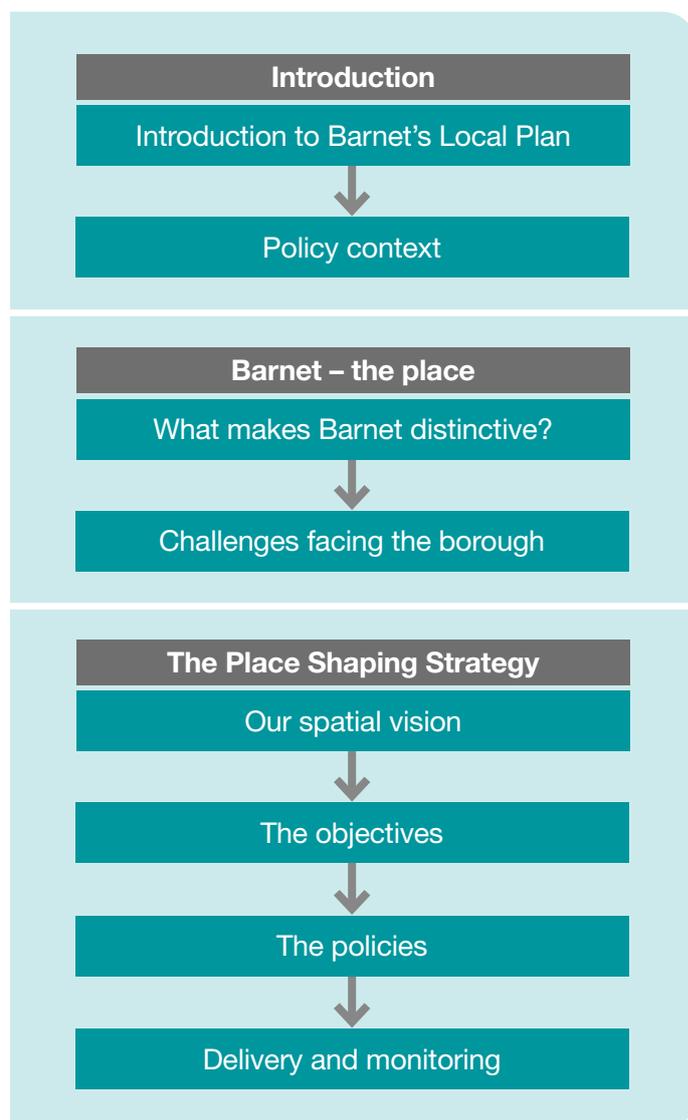
**3.3.1** National planning policy is set out in the National Planning Policy Framework. The Core Strategy must be consistent with national planning policy unless we have strong evidence that an alternative approach is more appropriate in Barnet.

**3.3.2** The Mayor of London's London Plan sets a social, economic and environmental framework for the future development of the city, providing the Londonwide context for borough planning policies. Our Local Plan documents must be in general conformity with the London Plan.

### 3.4 Other Barnet plans and strategies

**3.4.1** As highlighted earlier the Core Strategy needs to take into account other plans and strategies that influence the future of Barnet. It contributes to achieving the vision in the Sustainable Community Strategy and other strategies of the council and its main partners. The Core Strategy aims to translate the vision of the Sustainable Community Strategy into a set of priorities and policies to shape the way we want a future Barnet to be and create a framework for delivery.

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



### Key References

- Annual Monitoring Reports
- Barnet Sustainable Community Strategy, 2010 – 2020
- Core Strategy and Development Management Policies - Consultation Report
- Local Plan Evidence Base (as set out at para 3.22)
- London Plan, 2011
- National Planning Policy Framework

## 4. Barnet – the place

### 4.1 Barnet's character

**4.1.1** Barnet comprises a variety of townscapes, many attractive and reflecting the long history of settlements, influenced by topography and the pattern of transport routes. Large parts of the borough are designated as Conservation Areas in order to reflect their special character and value. Much of the borough has been developed as low density suburbs with the average density of 36 persons per hectare, the 8th lowest in London.

**4.1.2** Barnet has a rich architectural heritage which includes the only Historic Battlefield (Battle of Barnet – 1471) in London. Nearly forty sites of archaeological importance containing prehistoric, Roman and medieval remains have been identified across the borough. Barnet contains 2,206 buildings on the Statutory List of Buildings (of which 2 are Grade 1, 76 are Grade 2\* and 2,168 are Grade 2), two Scheduled Ancient Monuments at Brockley Hill in Edgware and Manor House in Finchley, three registered Historic Parks and Gardens at St Marylebone Cemetery, Avenue House Gardens and Golders Green Crematorium.

**4.1.3** To appreciate Barnet's character it is necessary to understand how it has grown in the last 150 years from a population of 6,400 living in villages in the mid 19th century to one of 345,800 residents living in a successful London suburb in 2010. One of the key features of Barnet is its topography, a rolling landscape of valleys and ridges cut out by tributaries of the Thames. The north of the borough forms the high points of the Thames Basin and three ridgelines run broadly east to west across the top of the borough through Chipping Barnet, Totteridge and Mill Hill. A fourth ridgeline runs north-south through Whetstone down towards Hampstead Heath, the route of the Great North Road.

**4.1.4** In the first half of the twentieth century development spread from established commuter settlements such as Chipping Barnet, New Barnet, Friern Barnet and Finchley with suburban housing transforming the landscapes of Edgware and Hendon as well as the south of the borough. Boundaries between settlements became blurred and a continuous residential sprawl from Chipping Barnet to the south of the Borough became evident. After 1945 settlements expanded more gradually based on increased car ownership and expansion of the bus and trolleybus network. The introduction of the Green Belt in 1947 halted development around New Barnet and Chipping Barnet as well as restricting growth at Mill Hill and Totteridge. This set the scene for the borough in the present day.

**4.1.5** Reflecting the level of post war growth the population reached a post war peak of 319,000 in 1951 and declined in the second half of the twentieth century to 290,000 in 1981. Only recently has Barnet's population exceeded the levels of 1951.

### 4.2 Barnet's places

**4.2.1** Barnet is the fourth largest London borough by area (86.7 sq km) and home to a growing and diverse population. About 38% of the borough is undeveloped, 28% is designated green belt and 8% is metropolitan open land (which includes around 200 parks, allotments, playing fields and agricultural land).

**4.2.2** The rest of the borough is made up of suburban areas with a population density of 38.63 people per hectare. This is lower than for London as a whole (48.12 people per hectare) but nearly ten times the figure for England (3.94 people per hectare). Density ranges from 17.66 people per hectare in Totteridge ward to 81.77 people per hectare in Burnt Oak ward.

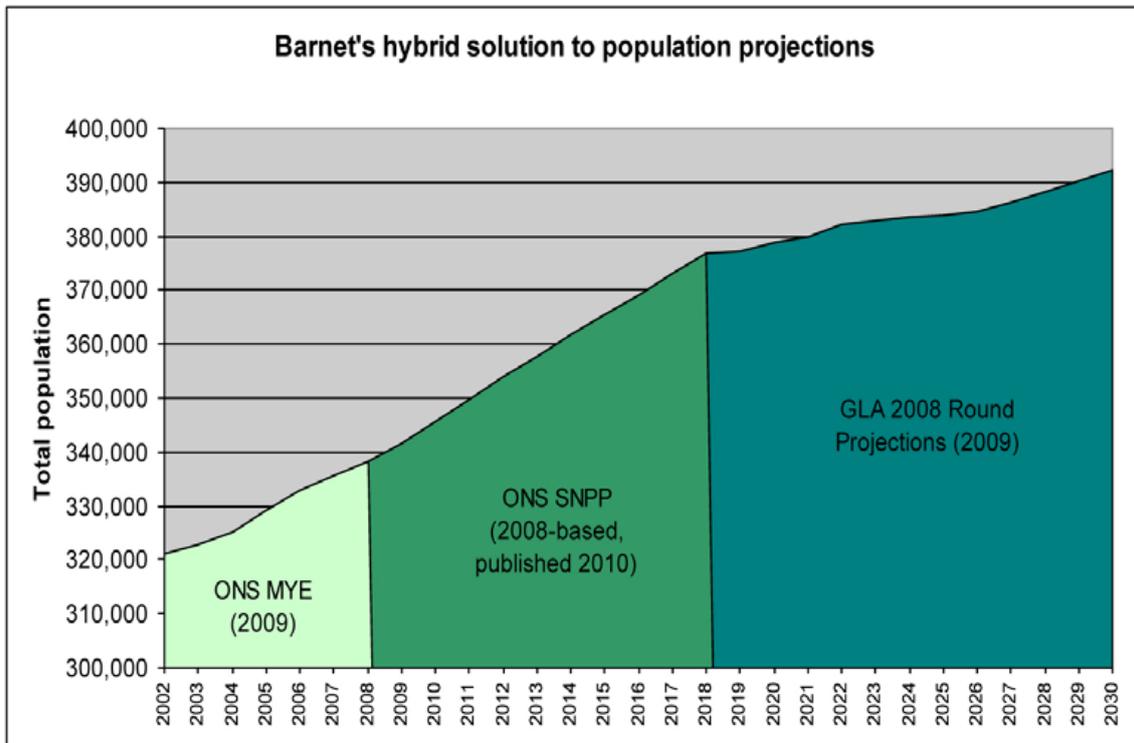
**4.2.3** We expect significant growth in Barnet's population and economy over the next twenty years. Work is well under way on planning of the Opportunity Areas (Brent Cross - Cricklewood and Colindale) and Area of Intensification (Mill Hill East) identified in the London Plan. The development of these areas is expected to deliver over 16,000 new homes by 2026.

### 4.3 Barnet's people

**4.3.1** According to the Office for National Statistics (ONS) mid year estimate for 2008 Barnet has a population of 338,100. According to ONS projections Barnet is now the most populous borough in London with an estimated population of 345,800 residents in 2010. This is further reinforced by the State of the Borough Report which estimates 349,800 residents in 2011. Barnet is the tenth largest single tier authority in England and Wales. Based on GLA figures which factor in the house building growth Barnet's population is projected to reach 384,600 by 2026, an increase of 14% on present levels.

**4.3.2** It is estimated that 7.5% of the population are new to Barnet each year through birth or in-migration. Natural increase (the difference between the number of births and deaths) is the most significant contributor to Barnet's growth.

According to ONS data for 2009 there were 5,300 live births in Barnet. Only Newham, Ealing and Wandsworth have a higher level of births. With 2,400 deaths in 2009 this amounts to an Natural Increase of 2,900.



**4.3.3** People are also leaving Barnet. The North London Strategic Housing Market Assessment estimates that 475 households per annum move out mainly towards Hertfordshire.

**4.3.4** Barnet's population will change our existing communities, attracting a much younger and diverse population. Over the next ten years there will be a marked increase in the number of children aged between 5-14 years old and number of people over the age of 65.

**4.3.5** In 2010, 13.8 per cent of the local population is estimated to be over 65. By 2015, that cohort is expected to grow by 5,400 individuals – double the average rate of growth for the borough (11.3% compared to an average of 5.7%). The increase in the proportion of the population over 90 is even more significant, with that cohort projected to grow by a third between 2010 and 2015. Significant growth is also expected within the 45-59 year old age group.

**4.3.6** However, growth is not limited to the older residents – the rising birth rate of recent years also means that there is above average growth in Barnet's younger population (most significantly ages five to nine), as the babies of the end of the last decade gradually work their way through the age bands. Barnet has the second largest population of children and young people in London. This age group is more diverse than the adult population. About 40% of primary school pupils in the borough and 37% of secondary school pupils have English as a second language.

**4.3.7** Despite this boom in the youngest residents, the borough is expected to experience a general decline in older children and young adults (15 to 24 year olds). After a spike in the 25 to 29 year old cohort there is another relative decline in the 35 to 44 year old group. This decline is likely to be a consequence of young professionals leaving London having gained the experience they wanted and/or being priced out of the borough's housing market as they think about starting a family.

**4.3.8** Nearly a third of Barnet's population belongs to a black or minority ethnic group. Projections are that this will grow to 36% by 2018. Barnet has the largest Jewish community in the UK and one of the largest populations of Chinese. Around 170 first languages are spoken in Barnet's schools. After English the next most used languages are Gujarati, Farsi and Somali.

**4.3.9** Barnet has a historical legacy of new communities being welcomed and feeling involved. Nearly 84% of residents agreed in the 2008 Annual Residents Survey that their local area is a place where people from different backgrounds get on well.

**4.3.10** The 2001 Census records that nearly 73% of Barnet's population described their health as good. Residents are healthier overall than their London counterparts as measured by mental illness, death rates from major causes, sickness benefit claimants and alcohol related hospital admissions. The most common causes of acute ill health in Barnet are coronary heart disease, chronic obstructive pulmonary disease, stroke, diabetes and cancer. The Standardised Mortality Rate (SMR) for Barnet is 88, the 8th lowest rate in London. Out of Barnet's neighbouring authorities only Harrow has a lower SMR.

**4.3.11** Profiling information from Mosaic, which classifies people into 11 socio-economic groups and within these groups into 61 different types, reveals two significant groups in Barnet – 'career professionals living in sought after locations' and 'educated, young single people living in areas of transient populations'. According to Mosaic these groups make up 56% of Barnet households.<sup>1</sup>

## 4.4 Deprivation in Barnet

**4.4.1** Whilst Barnet is a generally prosperous borough there is significant deprivation in certain areas with a wide gap between the richest and the poorest. According to CACI Paycheck data for 2008 10.5% of Barnet households have incomes in excess of £75,000 a year while 11.6% have incomes less than £15,000. Household incomes vary between the north and south of the borough with the average income in the wealthiest ward (Garden Suburb) 60% higher than that of the poorest.

**4.4.2** Barnet is the 165th most deprived authority out of 326 local authority areas in England<sup>2</sup>. Map 16 shows the distribution of deprivation in Barnet. Overall deprivation is substantially higher in Burnt Oak and Colindale than the rest of the borough.

**4.4.3** Health inequalities exist in Barnet, spatially and by gender. A man in Hampstead Garden Suburb is likely to live seven years longer than a man in Colindale. A woman in Hampstead Garden Suburb is likely to live five years longer than her counterpart in West Finchley. Although the average life expectancy of residents is almost 2 years above the English average, though it is about a year below this in the most deprived wards.

## 4.5 A safer Barnet

**4.5.1** Our Residents Perception Survey in 2011 found that the vast majority of residents (96%) feel 'very of fairly safe' during the day. At night this response drops to 76%. Our Annual Resident's Survey 2008 revealed that greater fears about safety are expressed in Edgware, Burnt Oak, Colindale, West Hendon and Woodhouse. An exception is Underhill ward where 1 in 2 respondents stated they felt fairly or very unsafe in the evening.

## 4.6 Barnet's economy

**4.6.1** Barnet has the most town centres in London. There are 20 major, district and local town centres which vary in size and purpose as well as performance.

**4.6.2** The town centres provide a total area of retail floorspace that is only exceeded by Westminster and Kensington and Chelsea and is the greatest of any outer London borough. Brent Cross is London's only self contained regional shopping centre. Proposals for Brent Cross – Cricklewood as set out in the Development Framework will transform it into a sustainable new town centre as part of the wider regeneration of the area complementing the role of other town centres nearby.

**4.6.3** Barnet's resident population is well qualified. Our schools perform well with 56% of pupils attaining 5 A to C GCSEs including English and Maths. Around 35% of the adult population having a university degree or equivalent – 4% higher than the London average and 15% higher than the England average. Studies have identified a need for more vocational and intermediate courses to ensure residents and businesses can take advantage of future growth. Despite being one of the most well educated boroughs in London there is a significant number of residents with no qualifications and a persistent number of 16 to 19 year NEETs (Not in Education, Employment or Training).

1. Experian, Mosaic Public Sector 2010.  
2. Index of Deprivation, 2010.

**4.6.4** Barnet benefits from a strong higher and further education sector which provides jobs as well as education, training and business support for residents and employers. Barnet has proportionately fewer manufacturing jobs than London or Great Britain as a whole, but rather more in distribution, hotels & restaurants, public administration, education & health.

**4.6.5** Many of the people who work in Barnet also live here. Nearly 75% of the 112,000 jobs in the borough are held by Barnet residents, one of the highest figures in London. The majority of working residents are employed in the public sector or financial services.

**4.6.6** Barnet is not a dormitory suburb. The borough has a large number of VAT-registered businesses, the third highest in London, and the fifth highest in Great Britain. Up to 44% of local businesses are engaged in property and business services and make an important contribution to the life of our town centres.

## **4.7 Homes in Barnet**

**4.7.1** At present there are 140,000 households in Barnet and this is expected to increase to 167,000 by 2026. Household composition is changing. The trend in London is that while the number of married households is declining, the number of cohabiting, lone-parent and multiple person households is increasing. The rise of the single person household and its impact on reducing average household size can obscure the complex housing picture.

**4.7.2** Barnet is typical of many outer London suburbs in having a high proportion of owner occupied housing, a strong private rented sector, and a smaller supply of social rented accommodation. Barnet's housing stock of 133,000 units, which is predominantly an older stock of over 50 years in age, is mainly in a good condition.

**4.7.3** About 62% of the stock comprises houses (terraced, semi-detached or detached) and 38% are flats and maisonettes. Almost 60% have 3 or more bedrooms, and only a very small percentage contain only one bedroom. Housing tenure in Barnet is similar to other outer London boroughs, with 72% in owner occupation, but unlike the rest of London more housing is rented from the private sector (16%) than the social rented sector (13%).

**4.7.4** Barnet's private rented sector is dominated by 1 and 2 bed units. This would suggest that this is predominantly flatted development. The owner occupied stock is dominated by 3 and 4+ bed units which are typically houses.

**4.7.5** The 2006 Housing Needs Survey estimated that 5.4% of all households in Barnet are overcrowded while 32.7% under-occupy their dwelling.

**4.7.6** There are several affordability indexes that compare earnings of the people who work in an area with the price of local housing. The larger the ratio of prices to earnings then the more expensive the housing is for the local workforce. According to these indexes Barnet experiences high financial barriers to owner occupation compared with the rest of the country. In 2007 Barnet had the 28th highest affordability ratio of England's 355 districts.

**4.7.7** Regenerating our largest and most deprived housing estates forms a central part of Barnet's future. Over 3,000 units will be replaced at Dollis Valley, Grahame Park, Stonegrove – Spur Road and West Hendon.

## **4.8 Barnet's environment**

**4.8.1** Barnet is rich in green spaces and biodiversity containing 68 Sites of Importance for Nature Conservation, including seven of which are local nature reserves. The Brent Reservoir, (also known as the Welsh Harp) which lies partly in the borough, is a Site of Special Scientific Interest. There are three landscape character types in Barnet – the Barnet Plateau, Finchley Ridge and Hampstead Ridge each with their own natural signatures.

**4.8.2** On average residents produce around 431 kg of waste each per year. The amount of household waste recycled has increased from 9% to 31% from 2000 to 2008. This has helped to decrease the overall level of municipal waste going to landfill from 72% in 2000 to 53% in 2008.

**4.8.3** Domestic CO<sub>2</sub> emissions in Barnet are near the national average. Reflecting its older, more than 50 year old housing stock, Barnet has the fourth highest per capita domestic emissions in London.

## 4.9 Barnet's transport

**4.9.1** Barnet is characterised by high car ownership (73% of households have access to a car<sup>3</sup>) but also has high public transport usage, 62% of Barnet residents use public transport at least once a week.<sup>4</sup> Many of Barnet's residents travel to work in central London and use the radial underground services of the Northern and Piccadilly Lines. However orbital routes are less well served by public transport and therefore people travelling within the borough or to adjoining areas often have little choice but to rely on private transport.

**4.9.2** According to the 2001 Census about 146,000 residents are employed either full or part time. Of these 59,600 work in the borough (of whom 39% drive to work) with 86,300 working outside the borough (of whom 42% drive). A further 47,300 people commute into the borough (66% of whom drive).

## 4.10 Barnet's setting

**4.10.1** Barnet does not sit in isolation. In the production of this Core Strategy we have taken account of the spatial variations to change across the borough and our relationships with neighbouring authorities in London and Hertfordshire as well as those areas with whom we share transport links.

**4.10.2** The western part of the borough forms part of the North-West London Luton Corridor. The Corridor threads through Barnet and its neighbouring boroughs of Brent, Camden and Harrow and extends along the route of M1 / Thameslink up to Luton. The Corridor in Barnet is rapidly changing with pockets of deprivation undergoing renewal and regeneration. Growth within the Corridor is focused on a series of major urban regeneration projects including Kings Cross and Wembley as well as Brent Cross – Cricklewood. Thousands of new homes are also being provided at Colindale, Harrow town centre and West Hampstead.

**4.10.3** The eastern part of Barnet has a generally stable population. It adjoins Enfield and housing growth is planned around the North Circular Road and in New Southgate through renewal, refurbishment and redevelopment.

**4.10.4** The northern part of Barnet is predominantly Green Belt which extends into Hertfordshire has a generally stable population. The Watling Chase Community Forest covers the northern part of Barnet.

**4.10.5** The southern part of Barnet especially in areas such as East Finchley is becoming more 'metropolitan'.

## 4.11 Barnet and the arts, culture and creative industry

**4.11.1** Barnet is home to a rich diversity of groups involved in arts, music, theatre, literature, visual arts and film. Demands for performance and exhibition space are therefore high. Support and publicity for over 100 groups engaged in the arts is provided by an independent charity – the Barnet Borough Arts Council.

**4.11.2** Barnet is home to the Phoenix in East Finchley. Dating back to 1910 it is one of the oldest cinemas in Britain as well as one of the leading independents in London. Barnet is also home to one of the most modern arts venues in London. The Artsdepot in North Finchley opened in 2004 and remains the only professional arts venue in Barnet providing a variety of spaces for drama, dance and visual arts.

**4.11.3** GLA Economics have conducted a comprehensive survey of creative industries in London. In 2010 they published data<sup>5</sup> on creative employment and businesses by local authority area in London. Barnet has one of the highest concentrations of creative industry firms in Outer London. The survey identified 2,135 creative industry firms in Barnet in 2008. Over two thirds of these firms are engaged in creative industries such as leisure software and music and performance.

**4.11.4** According to work by Four Greens in 2005 creative industries in Barnet are more likely to be business oriented and focus on advertising and publishing. Barnet's creative businesses are more likely to be based in the south and east of the borough.

3. LTDS, 2006-09.

4. Barnet Annual Residents Survey, 2007.

5. GLA Economics – London's Creative Workforce – 2009 Update – Working Paper 40.

## Key References

- Annual Residents Survey, 2008
- Barnet Housing Needs Survey, 2006
- Barnet Maps, Facts & Figures, Insight Team, LB Barnet
- Four Greens Report – Arts and Creative Industries in North London, 2005
- GLA Economics – London’s Creative Workforce – 2009 Update (Working Paper 40)
- GLA Population Projections, 2009 Round
- London Travel Demand Survey (LTDS), Transport for London
- North London Strategic Housing Market Assessment
- ONS Mid Year Estimates and Births and Deaths
- Residents Perception Survey, 2011
- State of the Borough Report



## 5. The challenges we face

- 5.1.1** Barnet is a vibrant, diverse and successful London suburb. Barnet residents live healthier and longer lives than average and Barnet is a place where people from different backgrounds get on well together. People choose to live here because of our:
- **clean and green environment with access to Green Belt and quality open spaces**
  - **excellent schools**
  - **low levels of crime**
  - **good radial transport links**
  - **high quality housing and public spaces.**
- 5.1.2** In a period of significant change for the borough, we are committed to maintaining and building on these assets to ensure that Barnet remains a desirable place to live.
- 5.1.3** Public services are set to feel the long term impacts of the global recession with cuts in funding from Government expected to continue through the first half of this Core Strategy's lifetime. In order to provide services that increase satisfaction and provide better outcomes for residents at less cost the council and its partners has developed the One Barnet Programme. This new relationship is about simplifying public service systems and processes, making them more open to citizen influence so that we are certain that we are utilising resources in the best possible way. It is also about encouraging self-help and behaviour change and freeing up capacity so that we can focus on those residents with the most complex and multiple needs; working together to solve the most difficult issues Barnet is facing.
- 5.1.4** We also recognise that there are some people in Barnet who experience a disproportionately high level of deprivation, and do not have the opportunity to share in the borough's success. Overall deprivation is substantially higher in Burnt Oak and Colindale than the rest of the borough. To establish our status as a truly successful London suburb we must ensure that all our residents benefit from our success. Most of the public spending on disadvantaged members of the community is focussed on addressing the problems of disadvantage rather than addressing what causes them in the first place. We are reducing multiple disadvantage by working together with Barnet citizens and our key partners to analyse the underlying causes so that we can create effective responses to increase general levels of prosperity for all.
- 5.1.5** The popularity of Barnet as a place means we continue to grow. Over the next two decades we will build 28,000 new homes and regenerate our areas of concentrated deprivation. The growth in the borough will change our existing communities, attracting a much younger and ethnically diverse population. Over the next 10 years there will be a marked increase in the number of children aged between 5-14 years old and number of people over 65. The age groups that will grow are those that are more likely to use public services and resources more frequently. This will place increased pressure on school places and services for the frail elderly.
- 5.1.6** In 20 years our population is likely to exceed 384,000. With this growth new business, retail and leisure facilities and significant employment opportunities will come.
- 5.1.7** Managing the growth in the borough will be a major challenge. Alongside this growth we must maintain and build on those qualities that make Barnet such a desirable place to live and work, whilst also helping to create new, socially integrated communities. Our Three Strands Approach to planning, "Protect, Enhance and Consolidated Growth" recognises that sustainable development in Barnet needs different approaches.
- 5.1.8** Through the One Barnet Programme we are developing a common insight function in order to develop a finer understanding of what life is like for residents and businesses in Barnet. It will identify the future challenges for people, communities and the place as a whole. The infrastructure to support growth including schools, further and higher education establishments, healthcare, community facilities, parks, utilities and improvements to transport connectivity needs to be developed on a collective understanding of how the needs of our residents are changing.
- 5.1.9** The global recession and its aftermath is placing pressure on many of Barnet's residents, communities and businesses. This requires an agile and flexible response built on a solid understanding of their needs and economic trends. We need to support residents and businesses to enable them to deal with the changes they will face.

**5.1.10** In order to protect the suburban distinctiveness of the borough we have to make more efficient use of previously developed land. We are faced with an imbalanced housing stock with one household in three considered to be under-occupied, while the demands for increased housing choice, affordable housing, and family homes to meet aspirations of home ownership are increasing. Providing a greater range of attractive and locally accessible housing choices for older people could help free up suburban family homes that attract young families.

**5.1.11** The varying performance of our 20 town centres creates a challenge for the Core Strategy. Whilst recognising there is no one size fits all solution a clearer steer is required on their role and function in a changing borough.

**5.1.12** We need to understand what minimising the impact on natural resources means in Barnet as there is a clear tension between the benefits of an economically vibrant and developing community and the environmental impact of the activities of that community. We must engage with residents and businesses who are environmentally concerned and work together as role models to increase awareness, facilitate behaviour change and demonstrate the longer term economic benefits of good environmental practice.

**5.1.13** On agendas such as healthy lifestyles and efficient use of natural resources, solutions must lie in finding new ways of doing things through working with citizens and creating the conditions in which together we can achieve the outcomes that residents tell us they want.

**5.1.14** Each of these challenges has an impact or effect on the spatial development of the borough and on one or more of the Three Strands: Protect, Enhance, Grow. This has contributed to the development of the vision and objectives of this Core Strategy.

**5.1.15** Further insights on Barnet today and the challenges facing us in the future can be found in the State of the Borough Report available online.

### Key References

- Barnet Sustainable Community Strategy, 2010 – 2020
- One Barnet Framework, LB Barnet Cabinet November 29 2010
- State of the Borough Report
- Three Strands Approach



## 6. Vision and objectives

**6.1.1** In 2010, the Local Strategic Partnership (the One Barnet Partnership Board) agreed Barnet's Sustainable Community Strategy, which sets out a shared vision and strategy for the borough. We are using the vision from the Sustainable Community Strategy as the overarching vision for Barnet's Local Plan Core Strategy and other related policy documents to ensure Barnet is a successful London suburb as the borough changes, develops and grows. Our vision is:

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**'It is 2026. Barnet is known as a successful London suburb. It has successfully ridden difficult times to emerge as resilient as ever. The public service is smaller than before but the organisations within it, through effective partnerships, work together to deliver good services and there is a healthy relationship between them, and residents who do things for themselves and their families.'**

**Established and new residents value living here for the Borough's excellent schools, strong retail offer, clean streets, low levels of crime and fear of crime, easy access to green open spaces and access to good quality healthcare.**

**Barnet is an economically and socially successful place. With high levels of educational qualifications and access to good transport networks, residents continue to have access locally, in other parts of London and beyond to jobs in a wide variety of different industries.**

**Barnet's success is founded on its residents, in particular through a strong civic society, including its diverse faith communities, founded on an ethos of self-help for those that can, and support through a wide range of volunteering activities for others. Different communities get on well together with each other.'**

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

- **a successful London suburb**
- **strong safe communities for everyone**
- **investing in children, young people and their families**
- **healthy and independent living.**

The linkage between these themes, the underlying ambitions and the Core Strategy Policy framework are set out in Table 2.

## 6.2 Barnet's core objectives

**6.2.1** We have developed a series of core objectives in order to deliver the Local Plan vision. These are:

- **To manage housing growth to meet housing aspirations**
  - to promote the development of the major regeneration and development areas, priority estates and town centres in order to provide in the range of 20,000 new homes (contributing to a borough total of 28,000 new homes) by 2026 to meet local and regional housing needs
  - to regenerate the priority housing estates at Dollis Valley, Grahame Park, Granville Road, Stonegrove – Spur Road and West Hendon to replace 3,000 existing homes with a greater range of accommodation that provides access to affordable and decent new homes
  - to provide a range of housing, including family and extra care accommodation, that enables choice between types and tenures, as well as over lifetimes and within neighbourhoods.
- **To meet social infrastructure needs**
  - to ensure inclusive and accessible provision for community needs arising from housing growth including education, health, policing, social care and integrated community facilities
  - to provide new and improved primary and secondary schools through capital investment programmes
  - to support the improvement and expansion of further and higher education to meet needs of a growing population and economy and
  - to provide community facilities to meet the changing needs of Barnet's diverse communities.
- **To promote Barnet as a place of economic growth and prosperity**
  - to support the continued vitality and viability of 20 town centres, focusing commercial investment in our priority centres of Chipping Barnet, Edgware, Finchley Church End, and North Finchley
  - to ensure that the regeneration of Brent Cross – Cricklewood creates a new metropolitan town centre and commercial district that serves the sub-region and beyond

- to ensure that in the borough's main commercial areas including designated employment locations and town centres there are sufficient opportunities available to help business grow and prosper and
- to ensure that residents are equipped with the skills to access the 21,000<sup>6</sup> jobs that the regeneration of the major growth areas will deliver by 2025/26.
- **To provide safe, effective and efficient travel**
  - to ensure safe and effective use of the road network that enables residents and visitors to choose convenient and reliable transport that is economically and environmentally efficient, and takes a comprehensive approach to tackling the school run
  - to provide more environmentally friendly transport systems by delivering high quality transport systems in regeneration areas and in town centres through town centre frameworks improving accessibility to jobs, shopping, leisure facilities and services.
- **To promote strong and cohesive communities**
  - to enable communities to become confident and cohesive by providing facilities through which residents can play a part, diversity is valued and local pride is promoted
  - to create the conditions for a safer and more secure Barnet by designing out crime and reducing anti-social behaviour, particularly in known 'hotspots'.
- **To promote healthy living and well-being**
  - to secure a healthier Barnet by addressing the factors underpinning poor health and well-being and educating citizens as to their own responsibilities for health
  - to provide opportunities for vulnerable people to live more independent lives by planning for appropriate facilities and support services that can meet their future needs.
- **To protect and enhance the suburbs**
  - to respect and enrich Barnet's distinctive historic environment by protecting and enhancing heritage assets such as the high quality suburban character of townscapes and conservation areas
  - to promote heritage led regeneration to make better use of our heritage assets and engender civic pride in them.
- **To ensure efficient use of land and natural resources**
  - to promote mixed use development of previously developed land in the major growth areas and larger town centres
  - to reduce energy demand through the highest possible standards for design and construction and identify opportunities for decentralised heating networks
  - to minimise waste and maximise re-use and recycling and promote an appropriate framework for integrated waste management.
- **To enhance and protect our green and natural open spaces**
  - to improve access to, and enhance the quality of the Green Belt, Metropolitan Open Land and other open spaces as places for recreation and biodiversity
  - to create new and enhanced public open spaces to support of Barnet's growing population, including at least 18 ha in Brent Cross – Cricklewood, Colindale and Mill Hill East.

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

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6. Based on 2008 London Plan and adopted AAPs.

**Table 2: Linkage between the Core Strategy and Barnet's Sustainable Community Strategy**

| Sustainable Community Strategy for Barnet 2010-2020; Themes & Ambitions          | Core Strategy Objectives  | Core Strategy Policies   |
|--|---|--|
| <b>Theme – A Successful London Suburb</b>  |   |  |
| <b>Ambition: Delivering sustainable housing growth</b>                           | <ul style="list-style-type: none"> <li>• To manage housing growth to meet housing aspirations</li> <li>• To protect and enhance the suburbs</li> </ul>  | <ul style="list-style-type: none"> <li>• Distribution of growth in meeting housing aspirations</li> <li>• Protecting and enhancing Barnet's character to create high quality places</li> <li>• Providing quality homes and housing choice in Barnet</li> </ul>   |
| <b>Ambition: Keep Barnet moving</b>  | <ul style="list-style-type: none"> <li>• To ensure efficient use of land and natural resources</li> <li>• To provide safe effective and efficient travel</li> </ul>   | <ul style="list-style-type: none"> <li>• Providing safe effective and efficient travel</li> <li>• Ensuring the efficient use of natural resources</li> </ul>   |
| <b>Ambition: People have the right skills to access employment opportunities</b> | <ul style="list-style-type: none"> <li>• To promote Barnet as a place of economic growth and prosperity</li> <li>• To meet social infrastructure needs</li> </ul>   | <ul style="list-style-type: none"> <li>• Promoting a strong and prosperous Barnet</li> </ul>   |
| <b>Ambition: Environmentally responsible</b>                                     | <ul style="list-style-type: none"> <li>• To ensure efficient use of land and natural resources</li> <li>• To enhance and protect our green and natural open spaces</li> <li>• To provide safe effective and efficient travel</li> </ul>   | <ul style="list-style-type: none"> <li>• Enhancing and protecting Barnet's open spaces</li> <li>• Protecting and enhancing Barnet's character to create high quality places</li> <li>• Providing safe effective and efficient travel</li> </ul>                  |
| <b>Ambition: Supporting enterprise (including town centres)</b>                  | <ul style="list-style-type: none"> <li>• To promote Barnet as a place of economic growth and prosperity</li> </ul>  | <ul style="list-style-type: none"> <li>• Promoting a strong and prosperous Barnet</li> <li>• Promoting Barnet's town centres</li> </ul>  |
| <b>Ambition: A clean and green suburb</b>  | <ul style="list-style-type: none"> <li>• To ensure efficient use of land and natural resources</li> <li>• To enhance and protect our green and natural open spaces</li> <li>• To promote Barnet as a place of economic growth and prosperity</li> <li>• To provide safe effective and efficient travel</li> </ul> | <ul style="list-style-type: none"> <li>• Enhancing and protecting Barnet's open spaces</li> <li>• Ensuring the efficient use of natural resources</li> <li>• Promoting Barnet's town centres</li> <li>• Providing safe effective and efficient travel</li> </ul> |
| <b>Theme – strong, safe communities for everyone</b>                             |   |  |
| <b>Ambition: Reduce crime and residents feel safe</b>                            | <ul style="list-style-type: none"> <li>• To promote Barnet as a place of economic growth and prosperity</li> <li>• To promote strong and cohesive communities</li> </ul>  | <ul style="list-style-type: none"> <li>• Promoting Barnet's town centres</li> <li>• Making Barnet a safer place</li> </ul>   |
| <b>Ambition: Strong and cohesive communities</b>                                 | <ul style="list-style-type: none"> <li>• To meet social infrastructure needs</li> <li>• To promote strong and cohesive communities</li> <li>• To protect and enhance the suburbs</li> </ul>   | <ul style="list-style-type: none"> <li>• Enabling inclusive and integrated community facilities and uses</li> <li>• Making Barnet a safer place</li> <li>• Protecting and enhancing Barnet's character to create high quality places</li> </ul>                  |

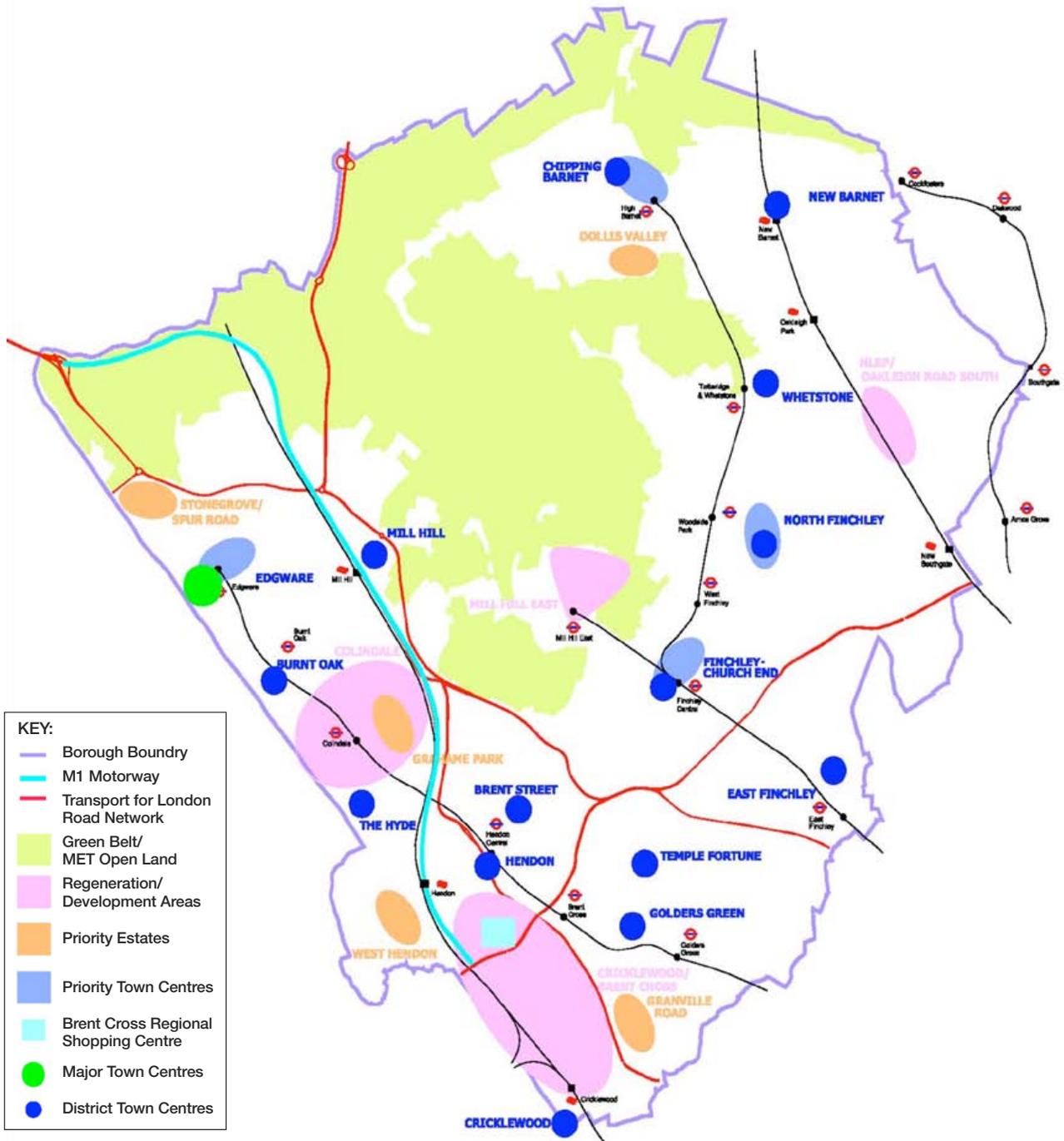
**Table 2: Linkage between the Core Strategy and Barnet's Sustainable Community Strategy**

| Sustainable Community Strategy for Barnet 2010-2020; Themes & Ambitions   | Core Strategy Objectives   | Core Strategy Policies  |
|---|--|---|
| <b>Theme – Investing in Children, Young People and their Families</b>   |  |   |
| <b>Ambition: Safety of children and young people</b>  | <ul style="list-style-type: none"> <li>• To meet social infrastructure needs</li> </ul>  | <ul style="list-style-type: none"> <li>• Enabling inclusive and integrated community facilities and uses</li> <li>• Making Barnet a safer place</li> </ul>  |
| <b>Ambition: Narrow gap through targeting support at young people at risk of not fulfilling their potential</b> | <ul style="list-style-type: none"> <li>• To meet social infrastructure needs</li> <li>• To manage housing growth to meet housing aspirations</li> <li>• To promote strong and cohesive communities</li> <li>• To promote Barnet as a place of economic growth and prosperity</li> </ul>  | <ul style="list-style-type: none"> <li>• Enabling inclusive and integrated community facilities and uses</li> <li>• Providing quality homes and housing choice in Barnet</li> <li>• Promoting a strong and prosperous Barnet</li> </ul>   |
| <b>Ambition: Prevent ill health and unhealthy lifestyles</b>  | <ul style="list-style-type: none"> <li>• To meet social infrastructure needs</li> <li>• To promote healthy living and well-being</li> <li>• To enhance and protect our green and natural open spaces</li> <li>• To provide safe effective and efficient travel</li> </ul>  | <ul style="list-style-type: none"> <li>• Enabling inclusive and integrated community facilities and uses</li> <li>• Improving health and well being in Barnet</li> <li>• Enhancing and protecting Barnet's open spaces</li> <li>• Providing safe effective and efficient travel</li> </ul>  |
| <b>Theme – Healthier Barnet (including older people)</b>  |  |   |
| <b>Ambition: Better health for all our communities</b>  | <ul style="list-style-type: none"> <li>• To meet social infrastructure needs</li> <li>• To promote healthy living and well-being</li> <li>• To manage housing growth to meet housing aspirations</li> <li>• To provide safe effective and efficient travel</li> <li>• To enhance and protect our green and natural open spaces</li> <li>• To ensure efficient use of land and natural resources</li> </ul> | <ul style="list-style-type: none"> <li>• Improving health and well being in Barnet</li> <li>• Enabling inclusive and integrated community facilities and uses</li> <li>• Providing quality homes and housing choice in Barnet</li> <li>• Providing safe effective and efficient travel</li> <li>• Enhancing and protecting Barnet's open spaces</li> <li>• Ensuring the efficient use of natural resources</li> </ul> |
| <b>Ambition: Better access to local health services</b>   | <ul style="list-style-type: none"> <li>• To meet social infrastructure needs</li> <li>• To promote healthy living and well-being</li> </ul>  | <ul style="list-style-type: none"> <li>• Improving health and well being in Barnet</li> <li>• Enabling inclusive and integrated community facilities and uses</li> </ul>  |
| <b>Ambition: Promote choice and maximise independence of those needing greatest support</b>                     | <ul style="list-style-type: none"> <li>• To manage housing growth to meet housing aspirations</li> <li>• To meet social infrastructure needs</li> <li>• To promote healthy living and well-being</li> </ul>  | <ul style="list-style-type: none"> <li>• Improving health and well being in Barnet</li> <li>• Providing quality homes and housing choice in Barnet</li> <li>• Enabling inclusive and integrated community facilities and uses</li> </ul>  |

## Key References

- Barnet Sustainable Community Strategy, 2010-2020
- Brent Cross, Cricklewood, and West Hendon Regeneration Area Development Framework, 2005
- Colindale Area Action Plan, 2010
- Mill Hill East Area Action Plan, 2009

**Map 2: The Key Diagram**



- KEY:**
- Borough Boundary
  - M1 Motorway
  - Transport for London Road Network
  - Green Belt/ MET Open Land
  - Regeneration/ Development Areas
  - Priority Estates
  - Priority Town Centres
  - Brent Cross Regional Shopping Centre
  - Major Town Centres
  - District Town Centres

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## 7. Barnet's place shaping strategy

### 7.1 Protection, enhancement and consolidated growth – The Three Strands approach

**7.1.1** Barnet is a vibrant, diverse and successful London suburb. Barnet contributes to London's success as a global city because it is home to a large number of highly qualified people who choose to live here because of the high quality of life. This quality is demonstrated through excellent schools attainment, attractive suburbs and open spaces, good levels of health and well-being, low crime rates and diverse but cohesive communities. The popularity of Barnet as a place to live means that the borough continues to grow.

**7.1.2** The London Councils Successful Suburbs report (published March 2009) highlights the strengths of the suburbs, including the relatively high quality of the suburban environment, high skills level and generally high quality of life.

**7.1.3** There is a tension between the demands of growth and maintaining the conditions for a good and improving quality of life and a concern about the loss of what makes living in Barnet a distinctive experience. Quality of life covers a broad range of cross-cutting policy areas on design, heritage, local character and views, access and inclusive design, safety, green infrastructure, biodiversity, air quality, soundscapes<sup>7</sup> and all the policy areas that contribute to making Barnet a special place.

**7.1.4** Housing development needs to be supported by infrastructure. Barnet's Infrastructure Delivery Plan sets out the anticipated timing of infrastructure provision (although not phasing). Timing and phasing will depend on a variety of factors, including when the development envisaged by this Core Strategy takes place, the availability of funding such as from Growth Area Fund and the timing of major investment. In many cases the confirmation of funding for infrastructure is limited to the short term. Nevertheless, it is important to identify medium to long term infrastructure priorities even where funding has not yet been confirmed as the Core Strategy will guide the future decision making of the council and its partners in relation to infrastructure provision.

**7.1.5** In order for Barnet to remain as a place where people choose to live the Three Strands Approach has been developed. The Three Strands are:

- **Protection – absolute protection for the Green Belt and open spaces**
- **Enhancement – enhancing and conserving the best of Barnet suburbia and Barnet's 20 town centres**
- **Consolidated growth in areas in need of renewal and investment.**

### 7.2 Consolidated growth

**7.2.1** Our overall strategy is to manage growth in Barnet so that it meets our needs for homes, jobs and services in a way that conserves and enhances the character of the borough. Where there is already planned or approved pipeline growth this is consolidated in areas in need of renewal and investment and where regeneration delivers significant and lasting economic and wider benefits to the residents and communities of Barnet, particularly in the west of the borough.

**7.2.2** Policy CS1 sets out the spatial development strategy for Barnet. This sets out our overarching Three Strands Approach to protect, enhance and consolidate planned and pipeline growth. Three Strands ensures that in consolidating planned and pipeline growth we can provide stronger protection for the suburbs, gardens and Green Belt and enhance our quality residential neighbourhoods and town centres. Three Strands helps to keep what is best about the borough, what makes Barnet a distinctive place.

**7.2.3** Consolidated growth will predominantly be delivered in two regeneration areas – Brent Cross – Cricklewood and Colindale; and the development area of Mill Hill East. These areas have significant capacity to accommodate new housing, commercial and other development linked to public transport improvements. These three areas will be the primary focus of housing and employment growth and therefore are identified in the London Plan as having significant potential for accommodating new homes and jobs.

**7.2.4** The regeneration of Brent Cross – Cricklewood is expected to deliver over 20,000<sup>8</sup> jobs by 2026/27 with Colindale and Mill Hill East adding 1,500 new jobs<sup>9</sup>. In terms of housing delivery these regeneration and development areas are expected to deliver over 16,000 new homes within the next 15 years.

7. A soundscape is the combination of sounds that arises from natural sounds such as the wind and sounds caused by human activity such as traffic.

8. Based on 2008 London Plan and Cricklewood, Brent Cross and West Hendon Development Framework SPG 2005.

9. Figure reflects the jobs totals identified in adopted AAPs. London Plan has identified jobs capacity of 3,800 for Colindale and Mill Hill East.

**7.2.5** It is vital that the transport facilities and services, utilities and social infrastructure needed to make development work and support local communities is provided, particularly in the parts of Barnet that will experience most growth in future years. Through Barnet's Infrastructure Delivery Plan we will have regard to the investment and operational plans of

infrastructure providers and work with our partners and other relevant organisations to secure 'critical', 'necessary' or 'preferred' infrastructure in order to deliver the objectives of the Core Strategy. Section 20 sets out how the Core Strategy will be delivered and provides more detail on the Infrastructure Delivery Plan.

### **Mill Hill East Development Area**

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

**The relationship of Mill Hill East to the London Plan is set out at para 1.3.2**

The Mill Hill East AAP area covers 48 hectares of land, of which 31 hectares is proposed for the development of around 2,000 additional residential units. The AAP vision is that Mill Hill East represents a major regeneration and development opportunity in the heart of Barnet. Within 15 years the Mill Hill East area will have been transformed through one of the highest quality sustainable developments in North London. Within a green suburban context it will provide new homes and business opportunities with high quality community services, transport and access to open space and leisure facilities.

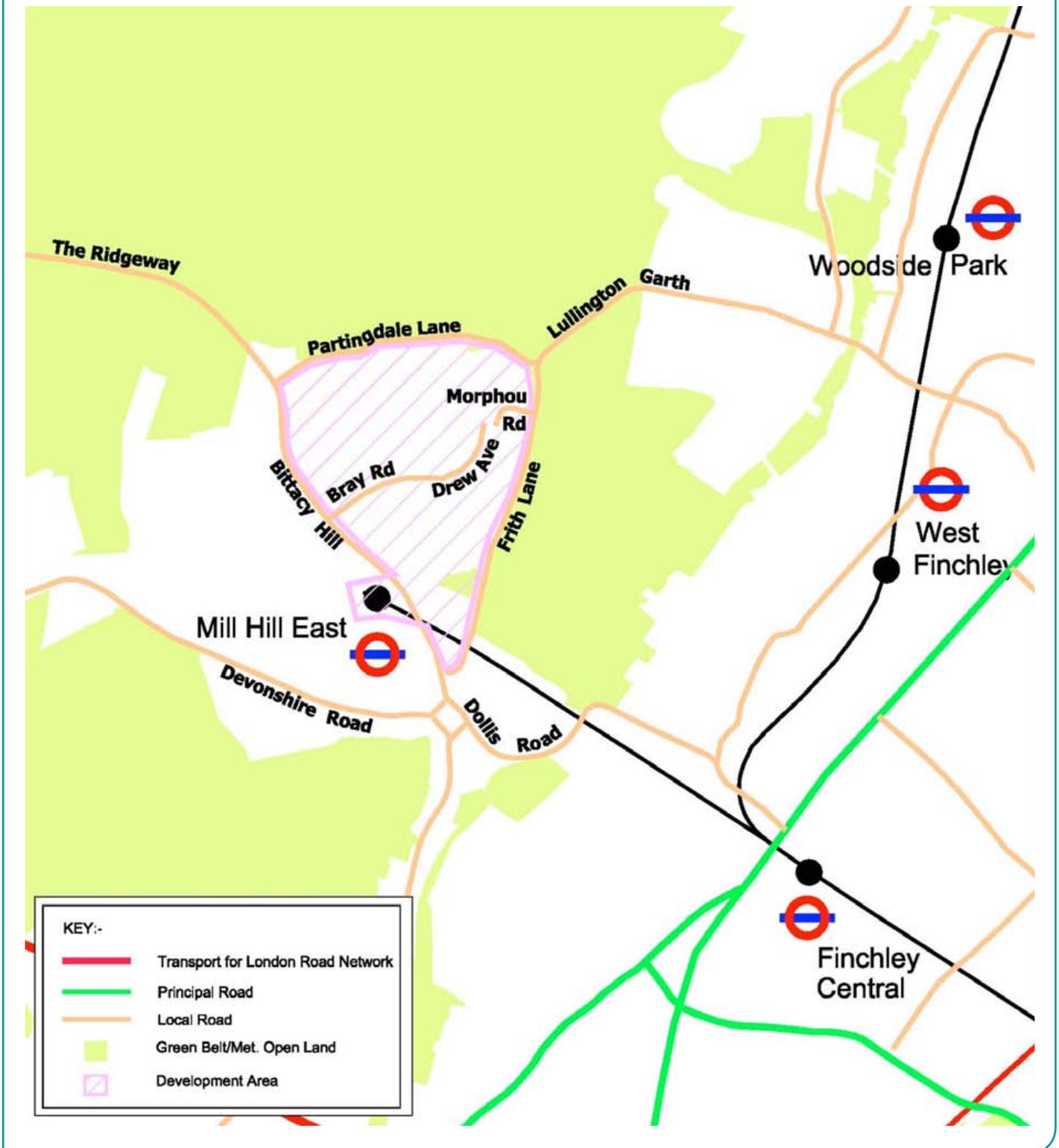
The AAP seeks to ensure that development takes place in a balanced and coordinated manner by setting out a comprehensive framework to guide the delivery of housing, employment, leisure and associated community facilities, infrastructure, transport initiatives, environmental protection and enhancement.

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

#### **Development will comprise:**

- a total of around 2,660 residential units including 2,000 new homes by 2024
- in line with the 2008 London Plan target of 50% of housing provision being affordable the maximum amount of affordable housing will be sought having regard to this target and to a viability assessment
- a minimum of 500 jobs by 2024 (replacement of existing jobs and creation of new jobs) with a focus on the provision of small-medium sized workspace and support for local businesses and designation of an additional 1 hectare of adjacent land for employment use
- around 5.5 ha of public open space including children's play facilities, formal sports provision and natural areas by 2024
- a new mixed use high street comprising around 1,000m<sup>2</sup> of retail floorspace in a small retail parade by 2024
- a new 2 form entry primary school on a 1.7 ha site between 2016 and 2020
- between 2011 and 2015 a local healthcare facility (approximately 500m<sup>2</sup> floorspace) to accommodate 2 to 3 GPs serving the new community in line with guidance from NHS Barnet
- transport improvements to mitigate the phased impact of the development including new roads, improvements to existing junctions, public transport enhancements including better facilities at Mill Hill East station, facilities for pedestrians and cyclists and comprehensive travel planning.

**Map 3: Mill Hill East Development Area**



## Colindale Regeneration Area

The Colindale AAP was adopted in March 2010.

The relationship of Colindale to the London Plan is set out at para 1.3.1

The Colindale AAP area covers 200 hectares. The AAP's vision is that Colindale will, by 2021, be a vibrant successful and diverse neighbourhood where people will want to live, work and visit. It will accommodate high quality, sustainable developments within four 'Corridors of Change' and a new neighbourhood centre. Colindale will become a successful suburb in North London, providing existing and new communities with high quality local services, improved transport and access to enhanced green space and leisure facilities.

Colindale represents an opportunity to deliver sustainable housing growth, a new compact neighbourhood centre in an area well served by improved public transport services and high quality public open space. Colindale will make the single largest housing and affordable housing contribution to the Borough over the next 10-15 years and one of the biggest in North London with approximately 10,000<sup>10</sup> new homes, of which nearly 5,300 already have planning permission and hundreds are under construction or completed.

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

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

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

**In the Colindale Avenue Corridor of Change between 2007 and 2021 approximately:**

- **2,370 new homes are expected to be developed and;**
- **200 new jobs generated.**

10. The Colindale AAP identifies a total of 9,806 new homes to be delivered by 2021.

**Aerodrome Road** will bring forward the largest and most significant phase of growth in transforming Colindale. This Corridor will become a focus for living, learning and working forging new connections with the surrounding area to create a new eastern movement gateway into Colindale and connect to a new public transport interchange and the new quarter of Beaufort Park. A new 5 ha Aerodrome Park will be provided as will new commercial facilities along Aerodrome Road to support consolidation and redevelopment of the Metropolitan Police Peel Centre to provide modern police training facilities. On Peel Centre East this Corridor will provide a site for a new primary school and a new 1,000 bed student village for Middlesex University

**In the Aerodrome Road Corridor of Change between 2007 and 2021 approximately:**

- **4,180 new homes are expected to be developed and;**
- **760 new jobs generated.**

**Edgware Road** which borders London Borough of Brent, will become a thriving mixed-use urban corridor providing focus for employment, housing and bulky retail (selling goods such as furniture, DIY or washing machines). This Corridor will provide an improved gateway to Colindale incorporating tall buildings where appropriate and key junction improvements to increase travel movement and new or improved public transport provision. A co-ordinated approach to the public realm with TfL and London Borough of Brent will help establish a formal, tree lined urban boulevard to create a lively, busy and thriving place.

**In the Edgware Road Corridor of Change between 2007 and 2021 approximately:**

- **925 new homes are expected to be developed and;**
- **there will be no net loss of jobs.**

**Grahame Park Way** will, through the redevelopment of Grahame Park Estate and the Barnet College site, create a vibrant, mixed use neighbourhood. This Corridor will also provide for the replacement of the neighbourhood centre at Grahame Park. Other planned development includes a new primary healthcare facility, a new 2 form entry primary school on the former Barnet College site and the use and expansion of the RAF Museum as a key cultural, tourist and community facility.

**In the Grahame Park Way Corridor of Change between 2007 and 2021 approximately:**

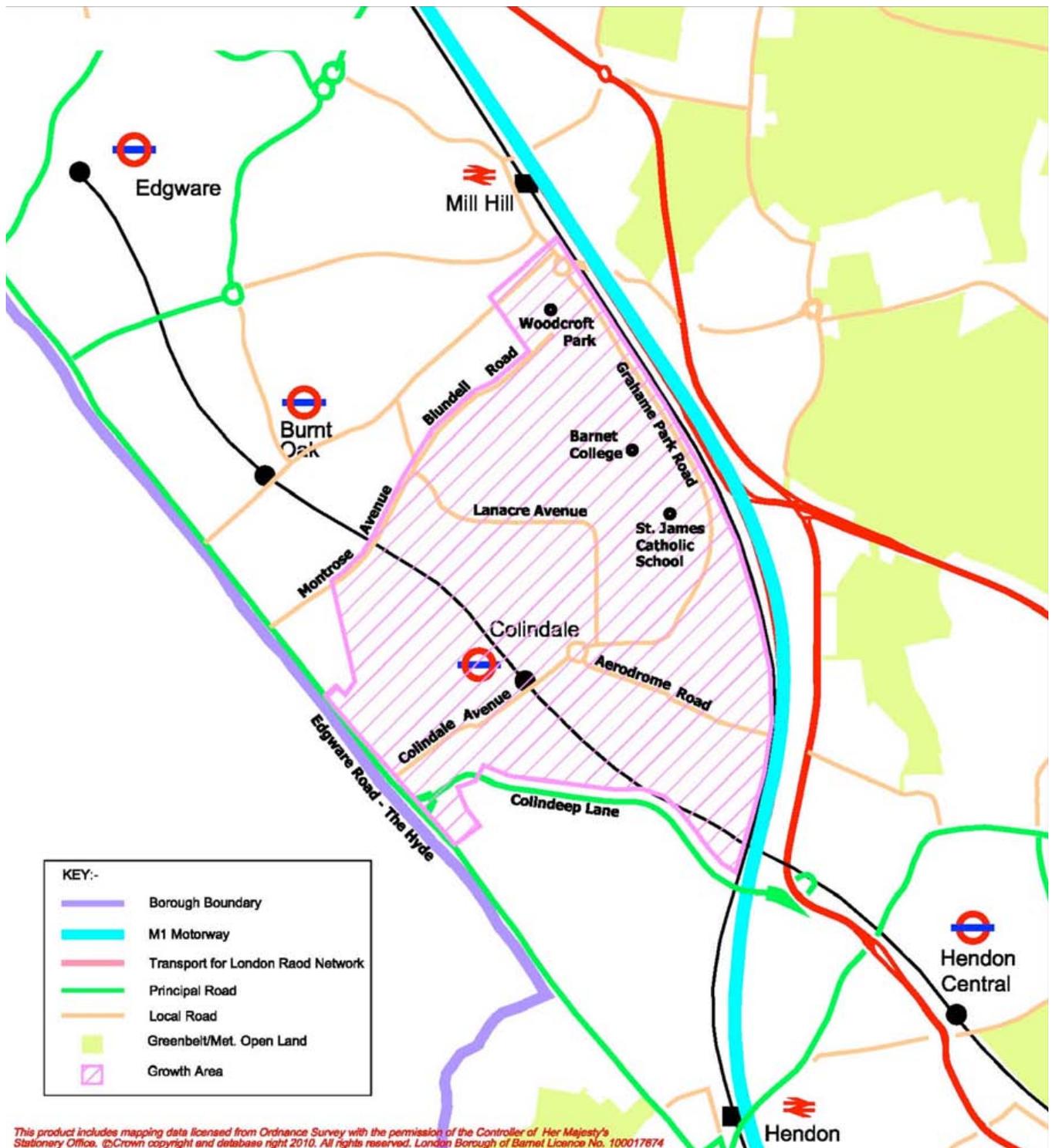
- 2,335 new homes are expected to be developed and;
- 70 new jobs generated.



### **Proposals for the wider Colindale area include:**

- **Transport improvements to link development with the wider area and increase connectivity and permeability within Colindale. Highway improvements include:**
  - **Junction improvements on the A5 and A41 by 2016**
  - **New street (Peel Access Link) connecting Aerodrome Road / Colindeep Lane by 2021**
- **In line with the 2008 London Plan target of 50% of housing provision being affordable the maximum amount of affordable housing will be sought having regard to this target and to a viability assessment.**
- **A new public piazza at Colindale Avenue by 2016**
- **Improvements to Montrose Park by 2016 and delivery of the new Aerodrome Park by 2021**
- **5,000m<sup>2</sup> gross of retail in the new neighbourhood centres by 2016**
- **Up to 1,000 new jobs by 2021**
- **Two new, 2 form entry primary schools at former Barnet College site by 2016 and Peel Centre East by 2021**
- **A Colindale-wide CHP and district heating system supported by energy centres at Colindale Hospital and Peel Centre West by 2016**
- **A new 4,000m<sup>2</sup> community centre in Zenith House by 2016.**

**Map 4: Colindale Regeneration Area**



## **Brent Cross – Cricklewood Regeneration Area**

Together with the Mayor of London we have identified Brent Cross – Cricklewood as a major Opportunity Area. Brent Cross-Cricklewood was included as an important strategic project in both the London Plan and the UDP. In December 2005 the Cricklewood, Brent Cross and West Hendon Regeneration Area Development Framework was adopted by the council and the Mayor as Supplementary Planning Guidance. This Development Framework was produced in collaboration with the Mayor and the Greater London Authority, landowners and developers in order to guide and inform the design and delivery of the development with the aim of achieving high quality comprehensive redevelopment of the area around a new sustainable mixed use town centre spanning the North Circular Road. The UDP policies relating to Brent Cross-Cricklewood were saved by a Direction of the Secretary of State dated May 13 2009.

The London Plan and the UDP saved policies combined with the Development Framework establishes a series of strategic principles for the comprehensive redevelopment of the area to create a new town centre, the overall vision for which is set out in UDP Policy GCrick in the following terms:

**'The Cricklewood, Brent Cross and West Hendon Regeneration Area, as defined on the Proposals Map, will be a major focus for the creation of new jobs and homes, building upon the area's strategic location and its key rail facilities. All new development will be built to the highest standards of design as well as to the highest environmental standards. A new town centre, developed over the Plan period, will be fully integrated into the regeneration scheme.'**

The Development Framework expands upon this vision and provides detailed guidance within the scope of the saved UDP policies as to what will be acceptable to support regeneration in terms of land uses, design principles and housing densities.

The regeneration area of Brent Cross – Cricklewood is identified on Map 5

A hybrid planning application to establish a masterplan and framework for the comprehensive regeneration of the Brent Cross Cricklewood Area in accordance with relevant development plan policies was submitted by a partnership of key landowners and developers (BXC Development Partners) in March 2008. This followed and resulted in extensive pre and post application consultation with the council, the GLA, Transport for London, the Highways Agency, the Environment Agency and other agencies and stakeholders including the local community. In November 2009 the council resolved to approve the hybrid application subject to completion of a Section 106 Agreement.

On 28th October 2010 the Section 106 Agreement was completed and the hybrid planning permission for the BXC development was granted.

These proposals represent the largest and most important development in Barnet and one of London's most important strategic proposals. The development includes the creation of a sustainable new mixed use town centre for Barnet and North London including substantial residential, commercial and retail uses. The proposals include approximately 7,550 housing units, of which, subject to a viability assessment, 2,250 are targeted to be affordable.

The Brent Cross Shopping Centre will be transformed into an outward-facing town centre with approximately double the current amount of floorspace, which will be focused on a new High Street which traverses the North Circular Road. The application proposals comprise a net addition of 55,000m<sup>2</sup> gross comparison retail floorspace as part of town centre north. The area south of the North Circular Road will comprise a mix of town centre and residential uses and will include new schools and community uses as well as a new food superstore (to replace the existing foodstore) and smaller retail units. The 'bridging of the North Circular Road' with a new metropolitan scale sustainable town centre will create the heart and focus of activities at the 'hub' of Brent Cross Cricklewood.

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

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

### **The development will deliver new:**

- **open spaces and squares and improvements to Clitterhouse Playing Fields**
- **Claremont Primary school will be rebuilt and expanded as an environmentally 'exemplar' education and learning building in the first phase and both Whitefield and Mapledown School will be reprovided in new premises in later phases**
- **a new Primary Care Centre for NHS Barnet**
- **a small library and a replacement Leisure Centre are proposed in Phase 2**
- **a new Waste Handling Facility and Combined Heat and Power (CHP) Plant are also proposed as part of Phase 1 and (subject to feasibility testing) will provide a significant proportion of renewable on site energy generation by way of energy from waste processes and a district heating network is proposed**

- a new Rail Freight Facility is proposed in a later phase
- extensive improvements to the road network will be undertaken to accommodate significant new movement in this development
- contributions toward accessibility improvements to Brent Cross Underground and Cricklewood stations are proposed
- significant improvements to bus services in North West London including a contribution to a new Rapid Transit Service between Cricklewood Station, Brent Cross Station and the new town centre shopping areas, with potential extension to other nearby tube stations such as Hendon Central
- improvements will be made to pedestrian and cycle links

**Brent Cross – Cricklewood** is expected to be delivered over a twenty year timescale according to a detailed delivery programme which will be approved by the council. Implementation of each phase of the development will depend on economic viability. As the phases proceed further infrastructure and other improvements to the area will be delivered. The precise timing of commencement and delivery of the development will depend upon the developers securing the various approvals required pre-commencement of Phase 1, including a compulsory purchase order so as to underpin site acquisition. The planning conditions require that Phase 1 should commence no later than seven years from the grant of permission. We will monitor progress in these procedures by reference to the monitoring indicators in Appendix B as part of the Annual Monitoring Report in the early pre-commencement years of the project, as well as the relevant outputs from the development once construction has commenced.

**Phase 1** will include around 50% of the proposed new retail development focused on Brent Cross Shopping Centre which will provide the initial catalyst to deliver (without public funding) infrastructure that will benefit the wider regeneration of the whole area. A new hotel and cinema will be built on the north side of the North Circular Road. The Whitefield Estate will be demolished and the affordable housing units will be replaced elsewhere within the site. Around 1,300 housing units will be started in Phase 1. The Waste Handling Facility and CHP / CCHP will form part of Phase 1 and these will generally serve the needs of the whole development insofar as it is feasible. Phase 1 will also include a new Tempelhof Bridge and improved access between A406 and Brent Cross Shopping Centre including major improvement of A41 /A406.

**Phase 2** will comprise the remainder of the new town centre shopping area north of the North Circular Road and elements adjacent to the Phase 1 areas to the south. This will include the replacements for the Whitefield Secondary School and Mapledown Special Needs School, completion of the improvements to Clitterhouse Playing Fields, a replacement for Hendon Leisure Centre and a new Health Centre, Brent Cross Bus Station, step-free access at Brent Cross Underground and Cricklewood stations, M1/A406 junction improvements and development around Cricklewood Lane. The completion of Phase 2 represents completion of the new town centre core.

**Phase 3** comprises predominantly residential development completing the Eastern Lands development zone, including a private hospital, residential development to the west of Brent Cross Shopping Centre on the north side of the A406, completion of River Brent works and completion of the A406 pedestrian bridge.

**Phase 4** comprises a new rail freight facility, residential development to the south of Brent Terrace, Gas Governor Square and Millennium Green Park.

**Phase 5** comprises the new road link across the Midland Mainline, residential development and local retail facilities along the length of Brent Terrace, new Thameslink Rail Station close to Staples Corner and Brent Terrace Park.

**Phase 6** comprises high rise business accommodation known as the Station Quarter, retail and hotel development adjacent to the new rail station including Northern Nature Park and new Tower Square.

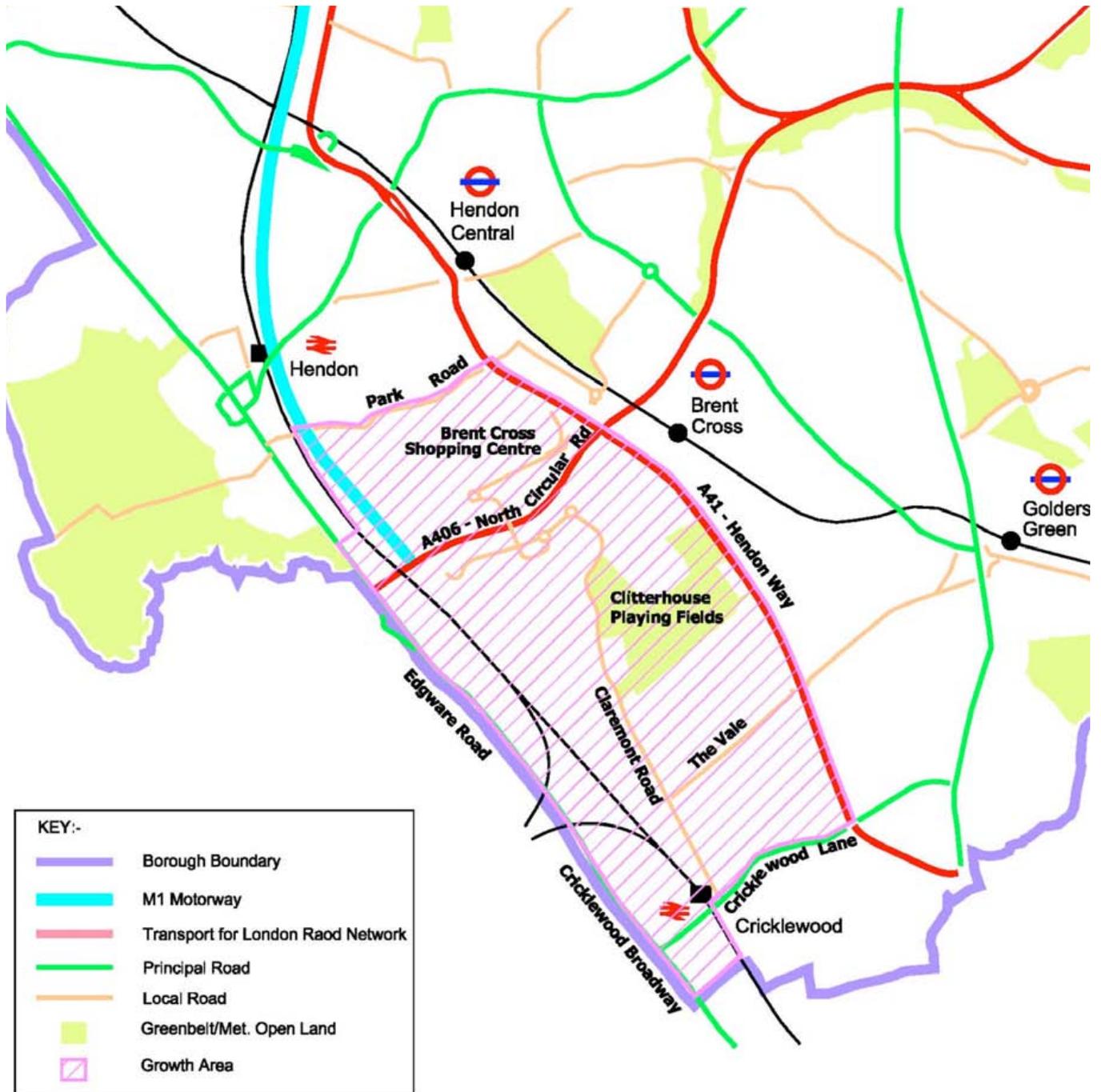
**Phase 7** comprises business and retail development on the site of the existing Brent South Shopping Park.

The above phasing is consistent with the Indicative Phasing Parameter Plan approved as part of the BXC planning permission. Condition 4.2 of the planning permission permits variations to this phasing, subject to satisfactorily addressing a number of tests. The exact composition of each phase may change to that summarised above.

### Status of Brent Cross – Cricklewood Proposal

**In the event that the development envisaged does not proceed the Core Strategy and the Local Development Scheme may need to be reviewed and in the meantime it is intended that any future planning applications will be determined in accordance with relevant policies of the Core Strategy and other Local Plan documents, as well as the London Plan, the saved UDP policies (Chapter 12) and the Development Framework, subject to any future reviews of these documents.**

**Map 5: Brent Cross – Cricklewood Regeneration Area**



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**7.2.6** In the 2008 London Plan Barnet was set a housing target of 20,550 new homes over the ten year period 2007/08 to 2017/18. This equalled an annual housing target of 2,055 new homes per annum. Following completion of the Mayor's Londonwide Strategic Housing Land Availability Assessment (SHLAA) this figure was revised up to 2021 as part of the 2011 London Plan. The revised housing target for Barnet is 22,550 new homes equal to 2,255 new homes per annum over the ten year period 2011/12 to 2021/22.

**7.2.7** Barnet has been set the challenge of meeting the fourth highest housing target in London over the ten year period 2011/12 to 2021/22. The target largely reflects the opportunities that are coming forward in Brent Cross – Cricklewood, Colindale and Mill Hill East and the priority housing estates as shown in Table 3.

**7.2.8** Table 3 shows that nearly 14,000 new homes will be delivered in regeneration and development areas and priority housing estates by 2021 as part of our identified development pipeline. This contributes to delivery of the London Plan housing target of 22,500 by 2021.

**7.2.9** Looking beyond 2021 we expect opportunities for housing development to diminish reflecting that the borough's capacity is finite. The London Plan states that boroughs should roll forward their target's (Barnet's new target is 2,255 new homes per annum) to cover their 15 year plan periods. This roll forward which is not based on an assessment of capacity would set Barnet a housing target of 33,825 new homes between 2011/12 and 2025/26.

**7.2.10** Most of the major housing development in Barnet for the period 2011 to 2026 is either already planned, pipeline approved or granted planning permission. Table 3 provides a breakdown of housing development and illustrates our targeted housing growth and expected windfalls from small sites up to 2026. It estimates that over **28,000** new homes will be developed by 2026. Over **7,000** new homes are expected to be generated incrementally by small housing schemes, non self contained accommodation and vacant properties. The remaining **22,000** new homes represents consolidated housing growth as they are known schemes located in our regeneration and development areas, priority housing estates, town centres and other major sites. These known schemes form Barnet's Housing Development Pipeline.

**Table 3: Barnet's development pipeline and incremental housing growth – 2011/12 to 2025/26<sup>11</sup>**

|          | SOURCE   | 2011-16      | 2016-21      | 2021-26     | TOTAL        |
|----------|--|--------------|--------------|-------------|--------------|
| 1        | Incremental small housing schemes incorporating windfall allowance | 2050         | 980          | 980         | <b>4010</b>  |
| 2        | non self contained accommodation                                   | 635          | 635          | 635         | <b>1905</b>  |
| 3        | vacant properties  | 395          | 395          | 395         | <b>1185</b>  |
| 4        | Total Town Centre sites  | 440          | 600          | 200         | <b>1240</b>  |
| 5        | Total Other Major sites  | 1280         | 460          | 20          | <b>1760</b>  |
| 6        | Priority Housing Estates <sup>12</sup>                             | 850          | 670          | 640         | <b>2160</b>  |
|          | <b>Regeneration and Development Areas</b>                          |              |              |             |              |
|          | Brent Cross – Cricklewood  | 410          | 1800         | 3300        | <b>5510</b>  |
|          | Mill Hill East AAP   | 930          | 1000         | 200         | <b>2130</b>  |
|          | Colindale AAP  | 4470         | 3320         | 300         | <b>8090</b>  |
|          | North London Business Park / Oakleigh Road South Planning Brief    | 150          | 250          | 0           | <b>400</b>   |
| <b>7</b> | <b>Total Regeneration and Development Areas</b>                    | <b>5960</b>  | <b>6370</b>  | <b>3800</b> | <b>16130</b> |
|          | <b>Borough Total (sum of 1 to 7)</b>                               | <b>11610</b> | <b>10110</b> | <b>6670</b> | <b>28390</b> |

11. All housing figures are for net additions.

12. Excluding Grahame Park, which is included in the Colindale AAP figures.

**7.2.11** Our expectation of housing delivery in the medium and long term assumes that small sites (schemes of less than 10 units largely generated by the private sector) will continue to make a contribution to housing supply in Barnet. According to the Londonwide SHLAA small sites are expected to contribute 196 homes per annum while non self contained accommodation will provide 127 new homes per annum and vacant units brought back into use will provide 79 new homes per annum. We assume on the basis of the Londonwide SHLAA and the implementation of existing live permissions that small sites will contribute over 4,000 new homes to housing supply between 2011/12 and 2025/26. According to the SHLAA non self contained accommodation such as Homes in Multiple Occupation (HMOs) and student halls of residence is expected to contribute nearly 2,000 new homes while vacant units being brought back into use are expected to provide over 1,000 new homes.

**7.2.12** In addition to the delivery from major growth areas of over 16,000 new homes it is a major priority to regenerate failed housing estates in Barnet. Major estates at Dollis Valley, Grahame Park, Granville Road, Spur Road - Stonegrove and West Hendon are identified on Map 2 – the Key Diagram. These estates will be subject to long term programmes of regeneration in order to tackle poor quality housing, social isolation and transform these areas into successful mixed tenure places. These estates (excluding Grahame Park which is counted as part of the Colindale regeneration area) will provide nearly 2,200 new homes by 2026. Further details on the regeneration of the priority estates is set out below.

### **Dollis Valley**

The Dollis Valley Estate was built in the late 1960s and early 1970s. The objective of the regeneration of the Dollis Valley Estate is to establish a new revitalised neighbourhood on the edge of Green Belt. Around 440 homes on the Estate will be demolished and replaced by 620 new homes. New homes are expected to be delivered from 2013/14 as part of a programme which will be completed by 2021.

### **Grahame Park**

The Grahame Park Estate is the largest post-war housing estate in Barnet. Regeneration proposals for Grahame Park aim to transform the estate into a 3,440-home mixed tenure neighbourhood. The Estate forms part of the Colindale Regeneration Area (Grahame Park Way Corridor of Change) as set out in the Colindale Area Action Plan. Around 1,310 homes will be demolished and 460 retained providing a net increase of 1670 new homes. The regeneration is to be taken forward in two stages. Stage A is under way and comprises 962 new homes. Stage B will comprise 2,015 new homes. Stage A is expected to be completed by 2016. Stage B is expected to be delivered between 2015 and 2026.

### **Granville Road**

The Granville Road Estate was built in the 1960s and consists of three 15 storey tower blocks and a further three blocks of low rise housing. It is in need of capital investment to refurbish the tower blocks and also to improve the estate environment and integrate it with the surrounding community. Within the estate there are some surplus lands and these offer the opportunity to build some additional homes for private sale, and intermediate housing for sale, thus creating a mixed tenure community. The regeneration of the estate will be in two phases. The first phase the refurbishment of the tower blocks is under way and the second phase will be the building of new homes. It is expected that in the range of 130 to 140 new homes will be built. New homes are expected to be delivered by 2016.

### **Stonegrove and Spur Road**

Stonegrove and Spur Road are two post war interconnected housing estates in Edgware which are being redeveloped as one. Regeneration will create a new neighbourhood linked to its surroundings on the edge of London's Green Belt. Nearly 1,000 new homes will be provided to replace 600 existing ones, a net increase of 400. This programme is well under way and is expected to be completed before 2021.

## West Hendon

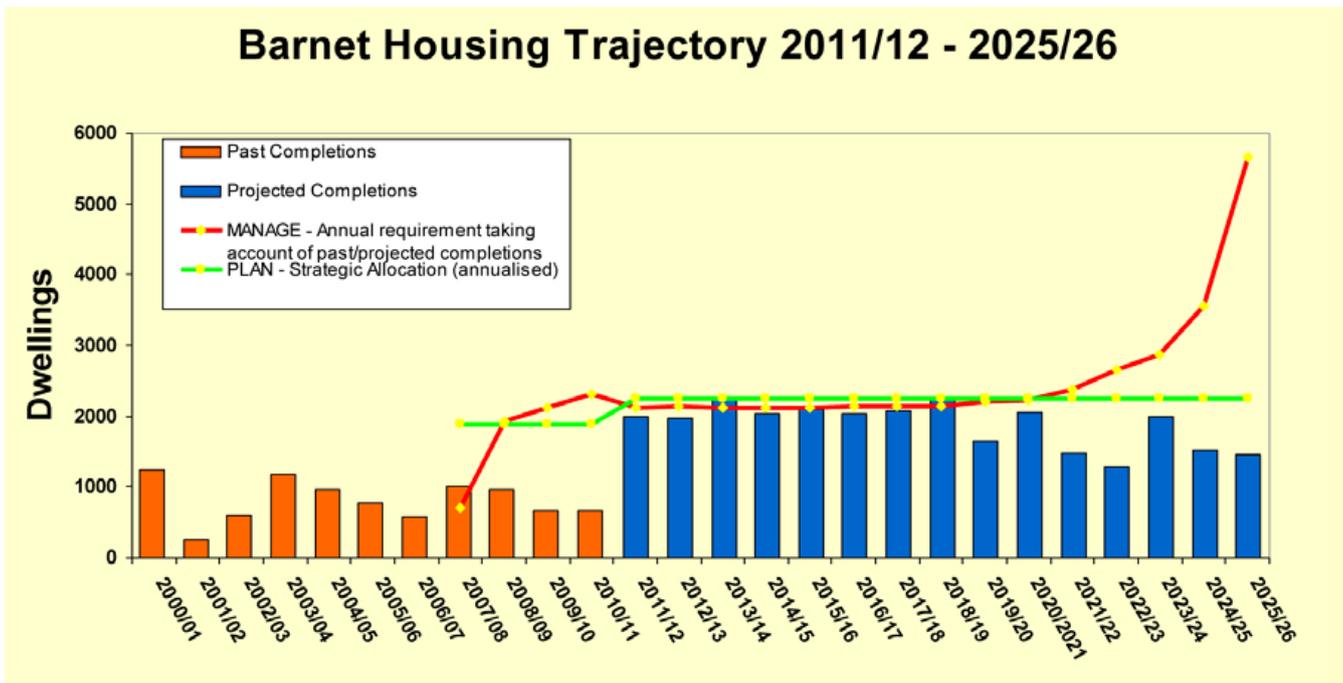
Located between the A5 and the Welsh Harp Reservoir the West Hendon Estate is another product of the 1960s. The existing 680 homes will be replaced by a new mixed tenure neighbourhood of up to 2,200 new homes, a net increase of 1,500 homes. In addition approximately 10,000m<sup>2</sup> of non-residential floorspace will be built to help create a focal point around a new town square. This programme is under way. It is estimated that the scheme will be completed before 2026. The redevelopment of West Hendon is being taken forward in parallel, but independently of the regeneration of Brent Cross – Cricklewood.

- 7.2.13** Through the Annual Monitoring Report we will provide more detail on progress with the regeneration of the priority estates as well as the regeneration and development areas.
- 7.2.14** The town centre areas are considered appropriate locations for uses that will lead to a significant increase in travel demand (retail, leisure and other commercial uses) although the quantum of development at these locations will be less than that in the identified growth areas.

The priority town centres of Chipping Barnet, Edgware, Finchley Church End and North Finchley will be the main focus for commercial development and residential growth as part of mixed use development. Smaller scale development opportunities have also been identified in the remaining district town centres in Barnet as shown on Map 6 and will be promoted in the Site Allocations DPD. Table 3 provides estimates of capacity rather than rigid targets. Our town centres are estimated to have capacity to deliver over 1200 new homes.

- 7.2.15** Outside of the areas identified in the Core Strategy there are smaller scale developments of schemes typically between 10 and 25 units which are expected to provide nearly 1,800 new homes by 2026.
- 7.2.16** Figure 1 sets out Barnet’s most recent housing trajectory showing how we expect the borough to grow up to 2026. Our housing trajectory tracks the expected supply of housing over the lifetime of the Core Strategy. It provides a ‘snapshot’ as the trajectory evolves over time to reflect changing circumstances. The housing trajectory is updated every year and published in Barnet’s Annual Monitoring Report.

**Figure 1: Housing Trajectory for Barnet**



## 7.3 Protection

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

**7.3.2** While over a third of the borough is protected open space another third is considered to be classic suburban development within which there are variations in building typology, size and tenure which provides a very mixed character. The Three Strands Approach highlights that the design, layout and use of the built environment can affect the quality of people's lives as well as having an impact on the perception of Barnet and the vitality of the area. The Core Strategy sets a framework for more detailed design work through the Development Management Policies DPD and subsequent Supplementary Planning Documents on Residential Design Guidance and Green Infrastructure.



## 7.4 Enhancement

**7.4.1** Through the careful design of buildings and spaces new development brings with it the opportunity to improve townscape and landscape quality. Proposals that come forward in the growth areas should be creative and innovative, be sensitive to existing buildings and surrounding areas, incorporate both urban and green spaces and include appropriate landmark buildings including tall buildings. Overall the design of the new development schemes will be expected to enhance the qualities of their immediate location and wider setting, as well as improve the quality of life for those people living and working in the area.

**7.4.2** The Residential Design Guidance SPD<sup>13</sup> will take forward the six housing typologies (linear rural, suburban periphery, suburban, suburban terrace, urban terrace and flats) identified in the Characterisation Study as representing forms of residential development in Barnet. The SPD will ensure that new residential development is of the highest possible design quality. Within the framework of the six housing typologies it will highlight the importance of adopting a design led approach to create imaginative, safe, attractive and functional homes that respond appropriately with their surroundings.

**7.4.3** The Green Infrastructure SPD<sup>14</sup> sets out a strategic approach for the creation, protection and management of networks of green infrastructure. This is within the framework of an All London Green Grid. Green Infrastructure creates a sense of place allowing for greater appreciation of valuable landscapes and cultural heritage. It increases access to open spaces and supports healthy living. It also contributes to urban cooling helping to combat the heat island effect that large cities suffer from.

13. See timetable for production in LDS.

14. See timetable for production in LDS.

## **Policy CS1: Barnet's place shaping strategy – protection, enhancement and consolidated growth – the Three Strands Approach**

Barnet's place shaping strategy is to concentrate and consolidate housing and economic growth in well located areas that provide opportunities for development, creating a quality environment that will have positive economic impacts on the deprived neighbourhoods that surround them. The key diagram sets out the areas where we expect housing and economic growth.

The council, along with its partners, will focus major housing and economic growth in the most suitable locations and manage it to ensure that we deliver sustainable development, while continuing to conserve and enhance the distinctiveness of Barnet as a place to live work and visit. An appropriate level of transport provision will be provided as the regeneration schemes roll out.

We will seek the highest standards of urban design in order to generate development proposals of landmark quality and create an accessible safe and attractive environment for people who live in, work in or visit Barnet's areas of housing and economic growth.

We will only support proposals for tall buildings in the strategic locations we have identified in **Core Strategy Policy CS5** subject to them not having an unacceptably harmful impact on their surroundings.

We will work with partners and other relevant organisations to secure 'critical', 'necessary' and 'preferred' infrastructure as set out in Barnet's Infrastructure Delivery Plan and ensure that new development funds infrastructure through S106 and other funding mechanisms.

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

- **Brent Cross – Cricklewood Regeneration Area – 5,510 new homes by 2026**
- **Colindale Regeneration Area – 8,100 new homes by 2026<sup>15</sup>**
- **Mill Hill East Development Area – 2,100 new homes by 2026.**

15. Phasing of development between 2011 and 2026 forms part of the development phased between 2007 and 2021 in the Colindale AAP. Completions between 2007 and 2011 account for the lower figure in the Core Strategy.

Core Strategy Policy CS3 sets out the areas where we expect:

**In the range of 22,000 new homes to be delivered between 2011/12 and 2021/22 to meet the ten-year housing target in the London Plan**

**In the range of 28,000 new homes to be delivered between 2011/12 and 2025/26 as Barnet's 15 year housing target**

Core Strategy Policy CS4 sets out our aim to create successful communities by providing quality homes and housing choice

**Consolidated growth will be complemented by:**

### **Protection of**

- Green Belt and Metropolitan Open Land that covers over one third of Barnet
- **Core Strategy Policy CS5** sets out how we will ensure that development helps to protect and enhance Barnet's heritage and character
- **Core Strategy Policy CS7** sets out how in order to create a greener Barnet we will enhance and protect our open spaces.

### **Enhancement of**

- priority town centres (Chipping Barnet, Edgware, Finchley Church End and North Finchley) where we will promote mixed use development in accordance with the place making policies set out within the Core Strategy;
- the historic suburban environment comprising 16 conservation areas, over 2,200 listed buildings and registered historic parks and gardens
- **Core Strategy Policy CS5** sets out how we will, through Residential Design Guidance SPD, develop a framework to protect and enhance those high quality suburbs not protected by conservation area designation.
- **Core Strategy Policy CS6** sets out how we will realise development opportunities in town centres in order to promote them as successful and vibrant places
- **Core Strategy Policy CS8** sets out how in order to provide opportunity for economic advancement we will ensure a strong and prosperous Barnet.

## 7.5 Brent Cross – Cricklewood Regeneration Area

- 7.5.1** The policy framework for Brent Cross – Cricklewood is designed to promote comprehensive re-development of the Brent Cross – Cricklewood regeneration area (as shown in Map 5) which can take advantage of its strategic location and facilitate the regeneration of the surrounding communities in Barnet and the adjoining boroughs.
- 7.5.2** In view of the substantial progress that has been made towards the implementation of the relevant UDP saved policies on Brent Cross – Cricklewood we consider that it is inappropriate at this time to replace the suite of policies listed in Appendix A. In order to provide a detailed policy framework to secure the future comprehensive redevelopment of Brent Cross Cricklewood these ‘saved’ policies will continue to operate unless and until it is considered appropriate to replace them. Specific monitoring indicators for

Brent Cross – Cricklewood are set out in Appendix B. These indicators are closely aligned with the progress to be made under the planning permission in securing the implementation and delivery of regeneration before 2015/16 including in particular key infrastructure as identified in the Infrastructure Delivery Plan and providing new housing. The key milestone for the regeneration of Brent Cross – Cricklewood is likely to be the Phase 1 Compulsory Purchase Order (CPO). If by the end of 2014 any CPO that is required to deliver Phase 1 and commence the development has not been made and submitted for confirmation we will instigate a review of the policy framework for Brent Cross – Cricklewood. The form of the review will be set out in a revision to the Local Development Scheme. This may involve the review of the Core Strategy and may if necessary or appropriate lead to introduction of new DPD or SPD to further guide and control the comprehensive regeneration of the Brent Cross – Cricklewood area.

### Policy CS2: Brent Cross – Cricklewood

Brent Cross – Cricklewood is identified as an Opportunity Area in the London Plan and on Map 5. It will be a major focus for the creation of new jobs and homes, building upon the area’s strategic location and its key rail facilities.

We will seek comprehensive redevelopment of Brent Cross – Cricklewood in accordance with the London Plan, the saved UDP policies (Chapter 12) and the adopted Development Framework. This will provide the key elements of the local planning policy framework for deciding future planning applications unless and until replaced by new DPD or SPD as a result of the Local Plan Monitoring and review process. It is considered likely that comprehensive regeneration will be achieved in accordance with the planning permission. If this proves unlikely then we will consider whether in the circumstances the Local Plan needs to be reviewed.

Specific monitoring indicators for Brent Cross – Cricklewood are set out in Appendix B and we will have regard to them in monitoring the progress made in the implementation and delivery of regeneration, including the achievement of important milestones (as set out in Appendix B) towards the initiation of development described in the information box on Brent Cross – Cricklewood.

It is anticipated that the BXC Development Partners are committed to progressing the project as quickly as reasonably practicable towards commencement

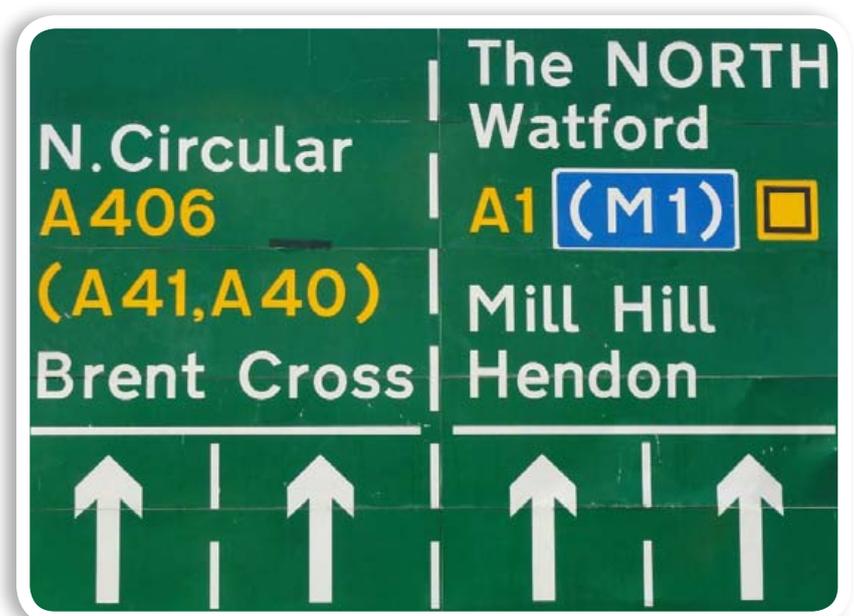
of the development subject to securing the necessary planning approvals, highways orders and site assembly. On the basis of these indicators we expect that comprehensive re-development will commence in relation to Phase 1 at some time between 2015 and 2017.

If in the light of progress made in securing pre-commencement approvals and other related procedures as well as actual delivery of the development these milestones are not achieved (or are not likely to be capable of being delivered) we will consider the possible need for a review of the Core Strategy Policy on Brent Cross – Cricklewood in the light of progress that is being made in delivering this important strategic project.

The key milestone for the regeneration of Brent Cross – Cricklewood is likely to be the Phase 1 Compulsory Purchase Order (CPO). If by the end of 2014 any CPO that is required to deliver Phase 1 and commence the development has not been made and submitted for confirmation we will instigate a review of the policy framework for Brent Cross – Cricklewood. The form of the review will be set out in a revision to the Local Development Scheme. This may involve the review of the Core Strategy and may if necessary or appropriate lead to introduction of new DPD or SPD to further guide and control the comprehensive regeneration of the Brent Cross – Cricklewood area.

## Key References

- Annual Monitoring Reports
- Barnet Characterisation Study
- Barnet Tall Buildings Study
- Barnet Unitary Development Plan, 2006
- Barnet Unitary Development Plan – Secretary of State’s Direction on Saved Policies, 2009
- Brent Cross, Cricklewood and West Hendon Regeneration Area Development Framework, 2005
- Colindale Area Action Plan, 2010
- Infrastructure Delivery Plan
- London – Luton Corridor Prospectus, North London Strategic Alliance, 2009
- London Plan, 2011
- London Plan (Consolidated with Alterations since 2004) 2008
- London Strategic Housing Land Availability Assessment, 2009
- Local Development Scheme
- Mill Hill East Area Action Plan, 2009
- Successful Suburbs, London Councils, 2007
- Three Strands Approach



## 8. Distribution of housing growth

- 8.1.1** Barnet is the most populous borough in London. Barnet is growing and its population is changing. By 2026 it is estimated that an additional 40,000 people will be living here, an increase of 14%.
- 8.1.2** The Green Belt and Metropolitan Open Land accounts for nearly 36% of Barnet representing one of the major challenges to new housing development in the borough. If we are to adapt successfully to Barnet's growing population and protect Green Belt and Metropolitan Open Land we need to make the best use of brownfield (also known as previously developed) land.
- 8.1.3** Current national planning guidance<sup>16</sup> on housing set out in Planning Policy Statement 3 – Housing, advises that high quality housing should aim to create places that meet the needs of people, maintain and improve local character, and are accessible to open spaces, give choice to transport options and local facilities.
- 8.1.4** The overall spatial strategy for Barnet is illustrated in the Key Diagram – Map 2. This shows the broad location of Barnet's growth areas. The North West London-Luton Coordination Corridor is a growth area of regional importance. Development has been identified on the western side of the borough at Brent Cross as well as Colindale and Mill Hill East as Barnet's strategic contribution to the corridor.
- 8.1.5** Policy CS3 sets out our housing growth target and when, where and how this growth will be delivered in Barnet. Barnet's housing trajectory up to 2025/26 shows that in the region of 28,000 new homes will be built in Barnet over the 15 year life of this Core Strategy (between 2011/12 and 2025/26). Development sites in the regeneration and development areas are identified in the Mill Hill East Area Action Plan (adopted 2009), the Colindale Area Action Plan (adopted 2010), and the adopted Brent Cross Cricklewood and West Hendon Development Framework (Supplementary Planning Guidance adopted in 2005). Further details on these regeneration and development areas are set out in Section 7. Of this figure nearly 16,000 new homes will reflect the potential of Colindale, Cricklewood – Brent Cross and Mill Hill East. The North London Business Park and Oakleigh Road South is identified as a smaller development area in the east of the borough. It is estimated that in the range of 400 new homes will be delivered as part of a mixed use development in accordance with the adopted planning brief of June 2006.
- 8.1.6** It is estimated that in the region of 2,200 new homes will be delivered through the regeneration of housing estates at Dollis Valley (subject to a new masterplan), Granville Road, Stonegrove/ Spur Road and West Hendon<sup>17</sup>.
- 8.1.7** Choices and opportunities for town centre enhancement and infill will be identified through the programme of priority town centre frameworks for Chipping Barnet, Edgware, Finchley Church End and North Finchley and the Site Allocations DPD. Our town centres have the capacity to deliver a further 1,200 new homes by 2025/26. Policy CS6 – Promoting Barnet's Town Centres sets out our approach to all town centres in Barnet.
- 8.1.8** Our Annual Monitoring Report (AMR) includes the Housing Trajectory which provides more detail on how London Plan targets are being delivered. The AMR also sets out Barnet's five year supply of housing and the allocated schemes that make up the components of this supply. As supporting evidence for the Core Strategy we have published a trajectory that extends to 2025/26 (see Figure 2). This trajectory will be updated annually.
- 8.1.9** Central to our overall approach to adapting to Barnet's targeted housing growth is ensuring that it is managed in a way that provides opportunity and benefits to the borough and that it protects and enhances our environment, heritage and quality of life.
- 8.1.10** A key part of our Core Strategy is to ensure that our growing population is supported by necessary infrastructure and services. Barnet's Infrastructure Delivery Plan identifies the borough's infrastructure needs up to 2026 and sets out the key infrastructure programmes and projects needed to deliver the Core Strategy.
- ### 8.2 Mixed use development
- 8.2.1** The provision of an appropriate mix of uses can also contribute to managing Barnet's growth and making efficient use of brownfield land. The benefits of a mix of uses is that they can:
- reduce the need to travel, reducing congestion and helping to improve air and noise quality.
  - increase the supply of housing especially above ground floor commercial development in town centres.
  - promote successful places with a range of activities that are used throughout the day, increasing safety and security.

16. In 2012 the suite of national planning policy statements and planning policy guidance notes will be replaced by the National Planning Policy Framework.

17. The number of new homes at Grahame Park is already included within the Colindale AAP.

**8.2.2** Encouraging greater housing development within or on the edge of some of Barnet's town centres is an option that allows mixed uses which add vibrancy and greater all round activity. This can provide attractive locations for people who want to live close to services, jobs and public transport, for example, older people, single people and couples. Town centre locations may not be suitable for the majority of families or for those who need access to their own car, as parking is likely to be restricted. Encouraging a mix of uses including residential means that valuable space is utilised more efficiently through multi-purpose use of facilities such as car parks and local services.

**8.2.3** Further detail on our approach to mixed use development is set out in DM11 Development Principles for Barnet's Town Centres.

### **8.3 Optimising housing density to achieve appropriate development**

**8.3.1** One way of making the most efficient use of our land and buildings is to encourage higher densities. We will encourage higher density development in the regeneration and development areas, the four priority town centres and other identified locations that are accessible by public transport. However density should not drive development, it is an important factor to take into account along with local context, design, transport accessibility and infrastructure.

**8.3.2** With regard to the London Plan sustainable residential quality density matrix we will expect to optimise densities rather than maximise them. However there will be instances where developments are appropriate within the upper end of the density range set out in the London Plan<sup>18</sup>. We will utilise the London Plan density matrix to reflect local context, public transport accessibility and availability of social infrastructure.

### **Policy CS3: Distribution of growth in meeting housing aspirations**

On the basis of our Three Strands Approach we expect that in the range of 28,000 new homes will be provided within the lifetime of this Core Strategy 2011/12 to 2025/26.

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

- **Brent Cross – Cricklewood**
- **Colindale**
- **Mill Hill East.**

These areas are expected to provide in the range of 16,000 new homes between 2011/12 to 2025/26. An appropriate level of transport provision will be provided as the regeneration schemes roll out.

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

- **Dollis Valley**
- **Stonegrove and Spur Road**
- **West Hendon**
- **Grahame Park<sup>19</sup>**
- **Granville Road.**

These areas are expected to provide in the range of 2,200 new homes between 2011/12 to 2025/26.

We will also promote the development area of the North London Business Park and Oakleigh Road South in order to develop in the range of 400 new homes by 2020/21 as part of a mixed use development in accordance with the adopted Planning Brief of June 2006.

Through the regeneration and development areas, regeneration estates and town centres housing will be provided in the following 5 year phases as set out in Table 3. Figures are net additions.

18. See density matrix at Table 3.2 in London Plan.

19. The regeneration of Grahame Park and development of 1,670 net additional homes before 2026 is incorporated into the Colindale regeneration area.

**Policy CS3: Distribution of Growth in Meeting Housing Aspirations** continued

**2011/12 to 2015/16**

|                              |                        |
|------------------------------|------------------------|
| • Brent Cross – Cricklewood  | 410 new homes          |
| • Colindale                  | 4,500 new homes        |
| • Mill Hill East             | 930 new homes          |
| • North London Business Park | 150 new homes          |
| Priority Estates of          |                        |
| • Dollis Valley              | 150 new homes          |
| • Granville Road             | 140 new homes          |
| • Stonegrove and Spur Road;  | 100 new homes          |
| • West Hendon                | 450 new homes          |
| <b>TOTAL</b>                 | <b>6,830 new homes</b> |

**2016/17 to 2020/21**

|                              |                        |
|------------------------------|------------------------|
| • Brent Cross – Cricklewood  | 1,800 new homes        |
| • Colindale                  | 3,320 new homes        |
| • Mill Hill East             | 1,000 new homes        |
| • North London Business Park | 250 new homes          |
| Priority Estates of          |                        |
| • Dollis Valley              | 30 new homes           |
| • Stonegrove and Spur Road;  | 190 new homes          |
| • West Hendon                | 450 new homes          |
| <b>TOTAL</b>                 | <b>7,040 new homes</b> |

**2021/22 to 2025/26**

|                             |                        |
|-----------------------------|------------------------|
| • Brent Cross – Cricklewood | 3,300 new homes        |
| • Colindale                 | 300 new homes          |
| • Mill Hill East            | 200 new homes          |
| Priority Estates of         |                        |
| • West Hendon               | 640 new homes          |
| <b>TOTAL</b>                | <b>4,400 new homes</b> |

Through a programme of town centre strategies we will develop frameworks for the town centres of Chipping Barnet, Edgware, Finchley Church End and North Finchley. These locations will provide the main focus for enhancement and infill housing development: and will provide for residential uses above ground floor level

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

**Key References**

- Annual Monitoring Reports
- Brent Cross, Cricklewood and West Hendon Regeneration Area Development Framework, 2005
- Colindale Area Action Plan, 2010
- Infrastructure Delivery Plan
- London – Luton Corridor Prospectus, North London Strategic Alliance, 2009
- London Plan, 2011
- Mill Hill East Area Action Plan, 2009
- North London Business Park and Oakleigh Road South, Planning Brief, 2006
- Three Strands Approach



## 9. Providing quality homes and housing choice in Barnet

- 9.1.1** In order to create successful communities we need to maximise housing choice providing a range of sizes and types of accommodation that can meet aspirations and increase access to affordable and decent new homes. This includes homes for those who need larger dwellings including families, as well as homes for smaller households such as single key workers, or older and vulnerable people who may require accommodation in order to live independently.
- 9.1.2** Barnet's specialist Housing Strategy adopted in April 2010 sets out our housing priorities and how we are going to deliver these by 2025. Our overarching objective is 'providing housing choices that meet the needs and aspirations of Barnet residents'. Our Housing Strategy emphasises that to improve choice we need to increase housing supply, including family sized homes. We also need to improve the condition and energy efficiency of the existing housing stock, promote mixed communities and maximise opportunities for home ownership. We need to provide housing related support options to maximise independence.
- 9.1.3** A key message from Barnet's Housing Strategy is that we do not consider that social rented housing is the only suitable option for people in housing need, when the private rented sector can in many cases provide flexibility and choice, as well as meeting housing aspirations.
- 9.1.4** Public investment in housing is likely to be significantly reduced during the lifetime of this Core Strategy. Our partners have responsibilities for delivering housing, including Registered Social Landlords, private developers and land owners. We are committed to exploring new and innovative investment models within Barnet that will deliver new homes and increase the housing choices available to residents.
- 9.1.5** In focusing on the quality of housing that is needed and the types of homes that are required we will consider sustainability, the efficient use of natural resources, standard of design and construction, contribution to local character and integration of the development with social, green and physical infrastructure. These wider considerations are dealt with throughout the Core Strategy.
- 9.2 Homes of different sizes**
- 9.2.1** The range of housing sizes sought in Barnet should reflect how we expect households to change in the next fifteen years. Barnet has a housing stock of 133,000 units. The majority of units are houses which account for 62% of the stock. The range of home sizes we seek should reflect the size and type of households that we expect to live in Barnet. The housing needs of the borough should take into account the size of households, affordability and the special needs of vulnerable people.
- 9.2.2** The North London SHMA highlights that the household structure of Barnet reflects the relatively high proportion of young adults and children within its population when compared with England. In particular 33% of all Barnet households contained children, the majority of these comprising an adult couple with children. Despite having on average fewer older persons almost 23% of households contain only pensioners, with 64% of these being single pensioner households. Over 90% of all households contained four or less people with the majority of those with larger households consisting of a group of adults with children.
- 9.2.3** We know from household projections that Barnet's households are forecast to get smaller; the average household size will fall to 2.29 persons per household by 2016. The household size makeup is therefore very mixed. Given the variations in wealth, culture, ethnicity, sexual orientation, physical and mental disability combined with the relative attractiveness of the borough for different types of households and a complex picture of future housing need emerges.
- 9.2.4** According to the 2006 Barnet Housing Needs Survey nearly 1 in 4 households stated that their current home was too small. About 20% of households stated a need or likelihood of moving in the next two years. Accommodation size is the main reason for households needing or expecting to move in future. The Survey found that over 60% of aspiring movers wanted to stay in Barnet.
- 9.2.5** The North London SHMA highlighted that between 2002 and 2007 Barnet lost more people through out migration than it attracted through in migration representing a net loss of 12,000 people. The most popular destinations for ex-Barnet residents were Hertfordshire (in particular neighbouring Hertsmere) and Bedfordshire as well as the neighbouring borough of Harrow. Barnet attracted new residents from across North London in particular Brent, Haringey and Camden. This forms part of a pattern of migration from Central London to Outer London and then northwards.

- 9.2.6** In terms of the age composition of those leaving Barnet the North London SHMA highlighted a net loss of 5,940 migrants in the 25-44 age range and a further 3,510 in the 45-64 years range. However, the authority has experienced a smaller net out-migration of less than 600 people in the 16-24 years age range indicating that it is older adults and families that are more likely to leave the area.
- 9.2.7** Barnet's Core Strategy has to address the demands for family accommodation at lower densities while meeting the demands for higher densities driven by the planned growth as part of our development pipeline and housing targets in the London Plan. This is combined with the need to protect the Green Belt and the borough's open spaces. As well as accommodating families we should make sure that developments do not deter shared or multi-generational usage, particularly with an ageing population, to ensure the delivery of truly mixed communities in Lifetime Neighbourhoods.
- 9.2.8** Section 4.3 on Barnet's People has set out how the population is changing and how the number of births in Barnet is one of the highest in London. With high levels of planned housing growth and a changing population with more children and more older residents 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 homes delivered will match the size and composition of Barnet's changing population. In assessing our housing supply as part of our Annual Monitoring Report we have conducted research on 'are we building the right homes for the next generation?'
- 9.2.9** Our ongoing assessment of house building in Barnet has highlighted that:
- Over 1,100 new houses have been built since 2004
  - Nearly 5,000 new flats have been built since 2004
  - Housing supply is skewed towards flatted development, over 80% of new homes are flats
  - Few flats have potential for family accommodation, less than 10% of new flats have three or more bedrooms.
- 9.2.10** We found that one and two bed units are the dominant type of unit built in Barnet accounting for nearly 80% of new homes. New build developments have provided the main source of supply of units representing 76% of housing developments in the borough. Other forms of development such as change of use (i.e. from office to residential) and conversions (i.e. from houses to flats) as well as extensions also contribute to housing development in the borough but they are likely to produce smaller units as they utilise existing stock. Over 50% of residential conversions generate one bedroom units. Family homes such as those containing three bedrooms or more are likely to be generated via new-build developments.
- 9.2.11** Our priorities for family homes are set against this background of a changing population and trends in housing supply. The research on building the right homes is ongoing and updated through the Annual Monitoring Report.
- 9.2.12** The Mayor's Strategic Housing Market Assessment (SHMA) for London suggests that the largest requirement for market as well as social rented housing are 2 bedroom units while the largest requirement for intermediate housing is 4+ beds. Barnet, as part of the North London Housing sub-region jointly commissioned a Strategic Housing Market Assessment (SHMA).
- 9.2.13** On the basis of evidence on recent household formation, in-migration, out-migration and projected household dissolution for each borough the North 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. Details of how the priorities will be used to guide development proposals are set out in the Development Management Policies DPD. Our dwelling size priorities are for family accommodation across all tenures :
- For social rented housing – homes with 3 bedrooms are the highest priority
  - For intermediate affordable housing – homes with 4 bedrooms are the highest priority
  - For market housing – homes with 4 bedrooms are the highest priority, homes with 3 bedrooms are a medium priority.

**9.2.14** The North London SHMA bed size requirement model, based on housing affordability according to London Plan definitions, in general supports our prioritisation of family accommodation. It shows that in the market sector there is the need for family homes of at least 2 bedrooms, in particular 4+ bedrooms. This supports our stated levels of priority. In the intermediate and social sector there is also a marked need for 4+ bedrooms as well as 2 and 3 bedrooms.

### **9.3 Supported housing**

**9.3.1** About 31% of older people in Barnet live alone and this proportion is expected to increase. There are households with support needs in all housing tenures in Barnet although the most serious problems are in the rented sectors. According to the 2006 Housing Needs Survey nearly one in three of households with support needs live in the private rented sector, about one in five are in Barnet Homes<sup>20</sup> stock. Those households with support needs who are also in unsuitable housing are most likely to be owner occupiers who have a mortgage.

**9.3.2** Older people in Barnet are more likely to be owner occupiers without a mortgage and more likely to under occupy their properties with 75% of older occupiers living in 3 or 4 bed properties. Many older people households are asset rich but cash poor, and struggle to maintain their homes. National research reveals that the majority of older people would prefer to either remain living in their home, or would prefer accommodation which is part of the ordinary housing stock but is designed to meet their needs. With the numbers of Barnet residents living into their 70s and 80s set to increase we have calculated the amount of housing that will be required to meet the needs of an ageing population.

**9.3.3** On the basis of the model recommended in Lifetime Homes: Lifetime Neighbourhoods – National Strategy for Housing in an Ageing Society we estimate that our requirements for supported housing are changing. Our analysis shows there is an oversupply of traditional rented sheltered housing with a peak of 300 units expected by 2015. It also highlights the need to provide more housing which can provide care and support for the increasing number of lone residents over the age of 75 years. At present there is limited housing choice for older people requiring an alternative to general housing. Sheltered housing for rent accounts for 89% of specialist accommodation for older people.

**9.3.4** The Ageing Society assessment shows a continuous requirement for extra care accommodation of about 500 additional homes over the next 15 years. Extra care housing comprises properties which are ordinary flats suitable for older people which provide security and privacy but have a range of facilities on the premises, with support and 24 hour care. We are currently exploring the potential for remodelling the Barnet Homes sheltered housing accommodation as sheltered plus housing, in order to address higher support needs of tenants, and extra care hubs which can provide homes for those in need of supported housing including older people and young disabled people. We would not expect young disabled people to be housed in specialist housing designed for older people. Such hubs will have the potential to provide support services to a wider community of people.

**9.3.5** The council is committed to reducing expenditure on residential care provision in order to help promote more independent living for vulnerable residents. The Ageing Society assessment also highlights the over-supply of residential care homes in Barnet. In order to widen housing choice and help residents live more independent lives we are encouraging the remodelling of residential care homes in Barnet. Policy CS11 – Improving Health and Well Being in Barnet addresses the issue of care homes.

**9.3.6** We recognise the importance of helping to promote independence for vulnerable young people, particularly those leaving care, and the need for accommodation to be accompanied by support services. Such services will help provide a pathway away from worklessness and reduce dependency, helping these young people to achieve long term stability within their lives.

### **9.4 Addressing other housing needs**

**9.4.1** For many residents the private rented sector provides a flexible option which is more likely to be available in an area of their own choice. We are working with private sector landlords to improve conditions in the private rented sector.

**9.4.2** We have commissioned research in the North London Housing Sub Region to map the housing needs of Black and Minority Ethnic (BME) groups. This showed that employment opportunities were much more important to households than housing, but also that social rented housing was seen as the least desirable tenure, acting at best as a stepping stone to other tenures, in particular owner occupation.

20. Barnet Homes is an arms length management organisation which manages housing stock on behalf of the council

**9.4.3** Barnet's 2006 Housing Needs Survey estimated that there are about 18,000 households in the borough that contain at least one person with a recognised support need, and that the greatest need amongst these households was for a wide range of adaptations and improvements to the home. A level access shower unit and a lift/stair lift are the most commonly required.

## **9.5 Lifetime Homes**

**9.5.1** More residents are living longer and more older people are choosing to remain in their own homes rather than go into residential care. Lifetime Homes are ordinary homes specifically designed to address a wide-range of mobility difficulties without being tailored to the specific circumstances of the household. The Lifetime Homes Standard incorporates 16 design criteria that can be universally applied to new homes at minimal cost. Each design feature contributes to health and well-being and supports changing needs of residents at different life-stages. In line with the London Plan (Policy 3.8 Housing Choice) we expect all new homes to meet Lifetime Homes Standards. By extending these principles we can create Lifetime Neighbourhoods (as set out at Policy CS5 on Protecting and Enhancing Barnet's Character to Create High Quality Places).

**9.5.2** In order to deliver well-designed homes where people will want to live and stay a proposal will be expected to meet Building for Life standards. Through a partnership led by CABI and the Home Builders Federation the Building for Life website sets out 20 criteria which provide a national standard for well designed homes and neighbourhoods. We will also expect that 10% of new homes will either be fully wheelchair accessible or be easily adapted for wheelchair users.

## **9.6 Affordable homes**

**9.6.1** Home ownership remains beyond the reach of many residents in Barnet and the numbers in temporary accommodation remains unacceptably high. The private rented sector now provides more homes for people in housing need than the social rented sector. The reduction in mortgage credit has restricted housing choices for many residents with standard home ownership the most expensive tenure. Shared ownership in Barnet is generally cheaper than the cost of renting a similar home privately. High house prices partly reflect the attractiveness of Barnet's suburban environment but mean

that many sections of the community are priced out of market housing. One of the implications is that people may leave Barnet so as to find cheaper housing locations, or choose to live in overcrowded conditions which have an impact on physical and mental health. Some may take on debts that they are unable to afford. There are therefore social, economic and equitable dimensions to the lack of affordable housing in Barnet (and London as a whole).

**9.6.2** Councils and Registered Social Landlords in the North London Sub Region (which includes Barnet) commissioned work on housing aspirations amongst 16 different BME communities. The North London Black and Minority Ethnic Housing Study revealed that social housing is not considered a tenure of aspiration. However the level of social housing rent is attractive to those in low paid work as it enables them to make savings and eventually become home owners. The Study highlighted that views on social housing and home ownership were more consistent than they were divergent across the different ethnic groups.

**9.6.3** We are keen to encourage a 'housing journey' for as many as possible so as to meet the aspirations of home ownership. Housing and planning policies and strategies can assist in providing greater flexibility between tenures, maximising housing choice on a lifelong pathway from social rented through intermediate and into owner occupation.

**9.6.4** We have completed a Strategic Housing Market Assessment (SHMA) (see para 9.2.4) which identifies future housing requirements for all types of housing in Barnet for the coming 5 years. Once household formation and migration in and out of the borough are taken into account the SHMA estimates a need for 643 new homes per annum (equivalent to 3,215 new homes by 2015/16). This SHMA figure for Barnet to meet its identified housing requirements is significantly lower than the London Plan target of 2,225 new homes per annum.

**9.6.5** In order to calculate our affordable housing requirement the SHMA has broken down the all tenure housing requirement to reflect the proportion of households (18.2%) in North London that reside in Barnet. This generates a figure for 1,826 new affordable homes by 2015/16. To meet our identified housing requirements this equates to a 15 year figure of 5,478 new affordable homes by 2025/26 equal to 366 per annum. This is Barnet's minimum affordable housing target.

- 9.6.6** Barnet has the fourth highest housing target in London as the borough has the capacity to deliver more housing than is needed locally and is capable of making a significant contribution to London's overall growth as a Successful London Suburb and Opportunity Borough. In order to make such a contribution and to accord with the London Plan (Policy 3.11 – Affordable Housing Targets) we will seek to deliver 40% of new homes as being affordable. This equates to a 40% boroughwide affordable housing target.
- 9.6.7** Barnet's Affordable Housing Viability Study (2010) has tested the ability of a range of sites throughout Barnet to provide varying levels of affordable housing, with and without grant and with various tenure mixes, on a range of sites in various existing uses. For the purposes of establishing an affordable housing target, if a residential scheme with a given level of affordable housing and other planning obligations has a higher value than the existing use value plus a margin to incentivise the owner to release the site for development, the scheme can be judged to be viable. The 2010 Study indicates that 40% to 50% affordable housing could be financially viable particularly on sites with lower existing use value such as industrial and community uses. Barnet is not a prime industrial location. As set out in Section 13.5 only 3% of employment land in Barnet is worthy of release. We also seek through Policy DM14 – New and Existing Employment Space to retain community and education uses as set out in Policy DM13 – Community and Education Uses as such infrastructure supports the Borough as it grows. There are therefore limited opportunities for redevelopment of industrial and community uses to support a boroughwide target of 50% affordable housing. We consider that, as demonstrated by the 2010 Study, a 40% boroughwide target is financially viable and appropriate in helping to address our priorities for delivering family homes.
- 9.6.8** The Area Action Plans for Mill Hill East and Colindale both set out an affordable housing policy which seeks, in line with the 2008 London Plan 50% target, to negotiate the maximum reasonable amount of affordable housing subject to viability.
- 9.6.9** The results of the SHMA reflect that although Barnet has a small social housing stock the council is pro-active in utilising the private sector to house households in housing need who are unable to access social rented housing. An increased supply of decent housing in the private rented sector is of value to households wanting to live in Barnet but not able to access owner occupation. The SHMA is based on affordability considerations. It does not account for housing allocations policies of local authorities specifically in terms of single and couple households with no other reasonable preference<sup>21</sup> criteria such as medical or welfare reasons to be allocated social rented accommodation. The SHMA also fails to understand housing aspirations such as those already identified amongst BME communities. These factors have skewed the SHMA results for intermediate accommodation in Barnet.
- 9.6.10** The Mayor states in the London Plan that as a long term strategic target 60% of new affordable housing should be for social renting, especially for families, and that 40% should be for the range of intermediate housing products outlined in the London Housing Strategy to meet different needs. We share the Mayor's objective to widen home ownership through providing a range of different types of intermediate housing and we will seek to ensure that 60% of affordable housing is social rented and 40 % intermediate.
- 9.6.11** In February 2007 we adopted a Supplementary Planning Document (SPD) on Affordable Housing in order to clearly set out Barnet's approach and provide detailed advice and implementation guidance to developers, including Registered Social Landlords (RSLs). The revised SPD<sup>22</sup> reflects our Core Strategy Policy direction on affordable housing.
- 9.6.12** The affordable housing threshold will also be triggered by re-development on sites larger than 0.4 hectares (including conversions). The London Plan requires boroughs to set a numeric target for the amount of affordable housing needed over the life of their Local Plans and separate targets for social rented and intermediate housing. The London Plan also expects sites that are capable of delivering 10 units or more to provide affordable housing.

21. 'reasonable preference' defined in Housing Act 1996 (as amended).  
 22. See timetable for production in LDS.

**9.6.13** In order to provide a differential mix requirement for different types of provision – social housing, intermediate provision and market provision – the basis of calculations for the affordable housing requirement will relate to a combination of units, 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.

**9.6.14** Affordable housing provision is normally required on-site. In exceptional circumstances it may be provided off-site or through a commuted payment. These exceptional circumstances are set out in our Affordable Housing SPD otherwise para 3.74 in the London Plan will apply.

## 9.7 Gypsies and Travellers and Travelling Showpeople

**9.7.1** In March 2012 the Government published Planning Policy for Traveller Sites. Government Policy requires Local Plans to set out criteria for the location of gypsy and traveller pitches and plots for travelling showpeople. This will help to guide the allocation of any sites/plots and to manage unexpected demand. To meet the long term needs of Gypsies and Travellers and Travelling Showpeople we will seek to identify appropriate sites through the Site Allocations DPD. The pan London Gypsies and Travellers Accommodation and Needs Assessment 2008 (GTANA) sets out a range of minimum to maximum pitch requirements for Barnet up to 2017 from zero to 15 pitches for Gypsies and Travellers and up to 2 plots for Travelling Showpeople. The council will work with sub-regional partners to ensure that the evidence base is reviewed. This may change the range of maximum to minimum targets set out above.

### Policy CS4: Providing quality homes and housing choice in Barnet

We will aim to create successful communities in Barnet by:

- seeking to ensure a mix of housing products in the affordable and market sectors to provide choice for all households and enable Barnet residents to progress on a housing journey that can meet the aspirations of home ownership.
- seeking to ensure that all new homes are built to Lifetime Homes Standards and that through extending the inclusive design principles embedded in Lifetime Homes we can create Lifetime Neighbourhoods that are welcoming, accessible, and inviting for everyone, regardless of age, or health, or disability.
- seeking a range of dwelling sizes and types of housing including family and lifetime homes that meets our identified housing priorities and does not undermine suburban character or local distinctiveness. **Policy CS5 on Protecting and enhancing Barnet's character to create high quality places** sets out how we will secure high quality design.
- seeking a variety of housing related support options that maximise the independence of vulnerable residents including young people, people with disabilities, older people, homeless people and other vulnerable adults.
- delivering a minimum affordable housing target of 5,500 new affordable homes by 2025/26 and seeking a boroughwide target of 40% affordable homes on sites capable of accommodating ten or more dwellings.
- seeking an appropriate mix of affordable housing of 60% social rented and 40% intermediate for Barnet that will support our objectives of widening home ownership and providing family homes.
- on sites which are suitable for the provision of an element of affordable housing, we may exceptionally accept the provision of off-site housing, or a commuted payment instead of such provision.

## Policy CS4: Providing quality homes and housing choice in Barnet continued

Proposals for sites for Gypsies and Travellers and Travelling Showpeople must have regard to the following criteria:

- close proximity to a main road and safe access to the site with adequate space on site to allow for the manoeuvring of vehicles
- reasonable access to local shops and other community facilities in particular, schools and health care
- the scale of the site is in keeping with local context and character
- appropriate landscaping and planting to address impact on amenity and enable integration of the site with the surrounding environment
- any use on the site does not have any unacceptable adverse impacts on neighbouring residents
- appropriate facilities must be provided on-site including water and waste disposal.

Within the Site Allocations DPD we will seek to identify land to meet the long term needs of Gypsies and Travellers and Travelling Showpeople based on an evidence base of the range of pitches/plots required in Barnet.

We will monitor the delivery of additional housing against our target of 28,000 new homes by 2025/26 and will seek to maintain supply at the rate necessary to meet or exceed the target. In seeking to maintain the housing supply we will adjust the type and mix of housing sought, having regard to the financial viability of development, the housing market and the needs of different groups.

## Key References

- Affordable Housing, SPD
- Affordable Housing Viability Study, 2010
- Annual Monitoring Reports.
- Barnet Housing Needs Survey, 2006
- Barnet Housing Strategy, 2010
- Barnet Maps, Facts & Figures, Insight Team, LB Barnet
- Colindale Area Action Plan, 2010
- Lifetime Homes – Lifetime Neighbourhoods – National Strategy for Housing in an Ageing Society, CLG, 2008
- Lifetime Homes Standard – [www.lifetimehomes.org.uk/pages/revised-design-criteria.html](http://www.lifetimehomes.org.uk/pages/revised-design-criteria.html)
- London Housing Strategy, 2010
- London Plan, 2011
- London Strategic Housing Market Assessment, 2008
- Mill Hill East Area Action Plan, 2009
- North London Sub-Region Black and Minority Ethnic Housing Study, 2009
- North London Strategic Housing Market Assessment, 2011
- Planning Policy for Traveller Sites, CLG, 2012



## 10. Protecting and enhancing Barnet's character to create high quality places

**10.1.1** Much of Barnet's character is derived from those areas that are already protected by planning policy – Conservation Areas, Green Belt, Metropolitan Open Land, Sites of Nature Conservation Importance, Historic Parks and Gardens. Our 16 conservation areas include Hampstead Garden Suburb and some other small enclaves of classic suburbs, and attractive former villages such as Mill Hill, Monken Hadley and Totteridge.

**10.1.2** Hampstead Garden Suburb is internationally recognised as one of the finest examples of early twentieth century domestic architecture and town planning. It is unique among the Conservation Areas in Barnet in that the Suburb is protected both by the council's statutory powers and by the Hampstead Garden Suburb Trust which has separate legal powers to 'maintain and preserve the present character and amenities of Hampstead Garden Suburb'.

**10.1.3** Conservation areas were introduced in 1967 through the Civic Amenities Act. They are defined as 'areas of special architectural or historic interest,' the character and appearance of which should be preserved or enhanced. It is the quality and interest of an area, rather than that of individual buildings, which is the prime consideration in identifying a potential conservation area. Outside of these designations and the major housing growth areas identified in the Key Diagram (at Map 2) are other areas of high quality residential stock that remain unprotected and at risk from unmanaged growth. Most of Barnet's suburbs although they contribute to the distinctiveness of the Borough do not merit designation as conservation areas which benefit from statutory protection.

**10.1.4** Barnet contains a variety of density levels, buildings and townscape typologies which reflect its historical development. The borough is predominantly suburban in character and is mainly made up from detached, semi-detached and terraced housing. Most of Barnet's town centres have evolved from villages and have historically grown as a consequence of the topography of Barnet.

**10.1.5** Most residential streets in Barnet, including Victorian and Edwardian terraces and interwar suburbs, follow a conventional perimeter block structure which comprises houses facing onto the street with private enclosed gardens behind. This structure is a proven model of urban development and a fundamental element of good design. Infill development and flatted schemes in particular can weaken this relationship between building and street.

**10.1.6** For Barnet to grow successfully it is imperative that safeguards are in place to protect and enhance the suburban quality of the borough. There is a need to identify the physical elements within the built environment that give Barnet its character and highlight those areas of the borough that may require further protection from development.

### 10.2 Barnet's suburban character

**10.2.1** We commissioned the Barnet Characterisation Study to identify those areas of the borough that can accommodate growth and those that should be safeguarded. In examining the built environment we are able to highlight the uniformity of suburban streets and the contribution of suburban detached, semi-detached and terraced houses to local character. The Study identified primary and secondary typologies which underline the special local distinctiveness of places that are worthy of protection from development.

**10.2.2** The Barnet Characterisation Study excluded major growth areas, Green Belt and conservation areas as shown by Map 6. It then, on the basis of its scale and grain, land use and network characteristics ie the arrangement of roads and footways and their relationship with surrounding buildings, broke down the remaining urban area of Barnet into five different primary typologies. These are:

- **box development** – large single buildings typically coarse grained and without an overarching urban structure. Often surrounded in car parking e.g. out of town retail such as Friern Bridge Retail Park
- **campus development** – large buildings set in landscaped open space e.g. Middlesex University at Hendon
- **cores and town centres** – medium-to-large buildings arranged along streets forming strong terraces and coherent forms e.g. Chipping Barnet
- **residential estates** – variable building scales set in landscape often accessed by footways rather than streets e.g. Sweets Way in Whetstone
- **residential streets** – small to medium buildings in regular plots arranged in a permeable street grid structure e.g. Brunswick Avenue in Brunswick Park.

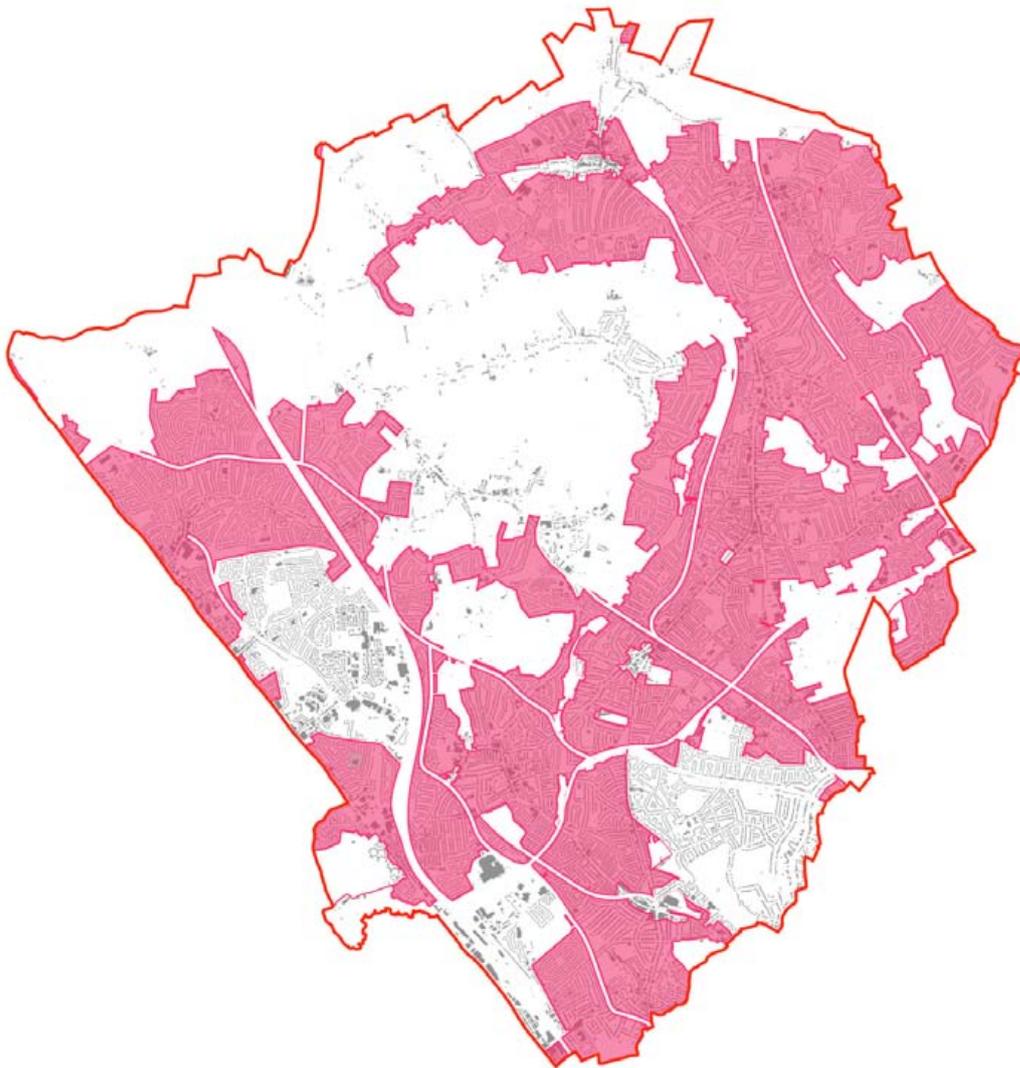
**10.2.3** The Study focused on the residential streets of the borough. These streets were characterised by houses facing onto a street, where pedestrian movement and vehicular movement are integrated. Residential streets were assessed in the Study in terms of:

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

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

- **linear rural** – the product of sporadic, piecemeal growth along country lanes or tracks which are often later widened or straightened to take more traffic yet retain their informal character – example – Barnet Road which meanders from Whalebone Park to Barnet Gate, EN5, HA8, EN4, NW11
- **suburban periphery** – possess a very wide street profile and a leafy and exclusive character. Detached houses are set well back from the highway with substantial mature front gardens. Car parking is integrated into front gardens or private garages. Predominantly in the east of the Borough – example – Oakleigh Avenue, N20

**Map 6: Barnet Urban Area outside of Regeneration and Development Areas, Conservation Areas and Green Belt**



- **suburban** – product of the interwar period, the time of Barnet's fastest growth and the period which most strongly typifies the borough. The prevailing suburban model was detached or semi-detached. After 1930 more houses were built with garages and driveways. Distributed throughout Barnet – example – Broadfields Avenue, HA8
- **suburban terrace** – product of a range of architectural styles, including Victorian and Edwardian, as well as inter-war when most were built. Retains strong sense of cohesion and consistency. A smaller variant of speculative semi-detached housing which is a product of municipal or tied housing development. Largely inspired by arts and crafts movement – Distributed in southern and eastern halves of Barnet – example – Berkley Crescent, EN4
- **urban terrace** – focused mainly in south and east of borough and close to overground rail stations and largely Victorian and Edwardian in origin – example – The Drive, NW11
- **flats** – purpose built and generally bulkier, typically replacing one or more Victorian/Edwardian period houses within existing street frontages. Distributed along main thoroughfares including A5 and A1000 – example – Lyonsdown Road, EN5.

**10.2.5** In order to protect and enhance Barnet's distinctive character the Development Management Policies DPD provides policy to clarify the key considerations that new design should adhere to. This policy framework for our residential suburbs is supported by our Residential Design Guidance SPD<sup>23</sup> which within the context of the six secondary typologies identified in the Characterisation Study provides design guidelines for those places with a consistent and coherent architectural character and design guidance for places where further flatted development will not detract from prevailing character.

**10.2.6** The Core Strategy aims to address strategic needs for family accommodation. The main source of supply to meet demand is largely provided by our suburban housing stock. We therefore need to protect such housing within established residential streets which, because of their rhythm and cohesiveness, contribute to local character.

## 10.3 Barnet's landscape character

**10.3.1** The rolling landscape and valleys and ridgelines as shown on Map 7 have had a key role in defining the character of Barnet. Natural England in their *London Regional Landscape Framework* identified two landscape character types in Barnet

- **Barnet Plateau** which has the key natural characteristic of providing long views from remnant heathy commons forms part of a plateau of higher land on the north-west rim of the London Basin. The area extends eastwards to the Dollis Brook through East Barnet, southwards as far as the Welsh Harp Reservoir. High Barnet at 134 metres above sea level is one of the highest points of the Barnet Plateau which retains a field and farmland character to its natural spaces; pockets of traditional countryside remain within the urban fabric of London. Ancient woodland has been retained, as well as remnant heathland communities, and there are spectacular views from many high points along the plateau. Nature reserves and public paths (including the London Loop and Dollis Valley Green Walk) already take advantage of these elevated sites, but much is also to be seen from the major routes into London from the major roads (A5, M1) and railway lines running across the Barnet Plateau into the city centre. The Dollis Brook, Silk Stream and River Brent form part of a wide network of streams and ponds throughout the area.
- **Finchley Ridge** which has the key natural characteristic of ridgetop blocks of ancient woodland on former common land extends north-west across from Finchley to East Barnet. The hills and ridges (including Oakleigh Park which is 94 metres above sea level) are separated by streams flowing south to the Brent River (Dollis Brook and Silk Stream) and east to the River Lea (Pymme's Brook and Salmon Brook). Hendon, Finchley, Friern Barnet and East Barnet extend along the valley sides and across ridgetops, with linear open space corridors along some of the streams and railway tracks and larger open spaces (amenity grass and trees), golf courses and cemeteries on the valley sides. There are also some small but prominent blocks of woodland (e.g. Coppett's Wood).

23. See timetable for production in LDS.

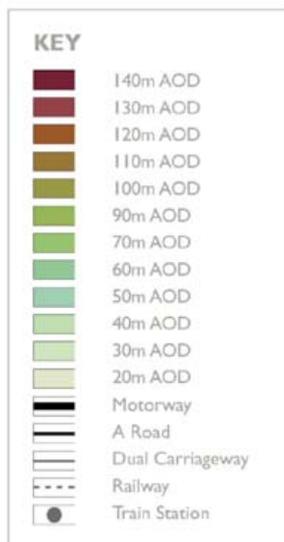
**10.3.2** There is a need to reconnect the natural and built environments through the development of green infrastructure which ensures multifunctional greenspaces that benefit communities and biodiversity as well as mitigating climate change. Our approach to developing green infrastructure is set out in Policy CS7. The development of Barnet's Green Grid is based on the identification of these two distinctive landscape types and our Green Infrastructure SPD<sup>24</sup> aims to enhance the key characteristics of Ridge and Plateau and help to protect local views and landscapes.

## 10.4 Barnet's heritage

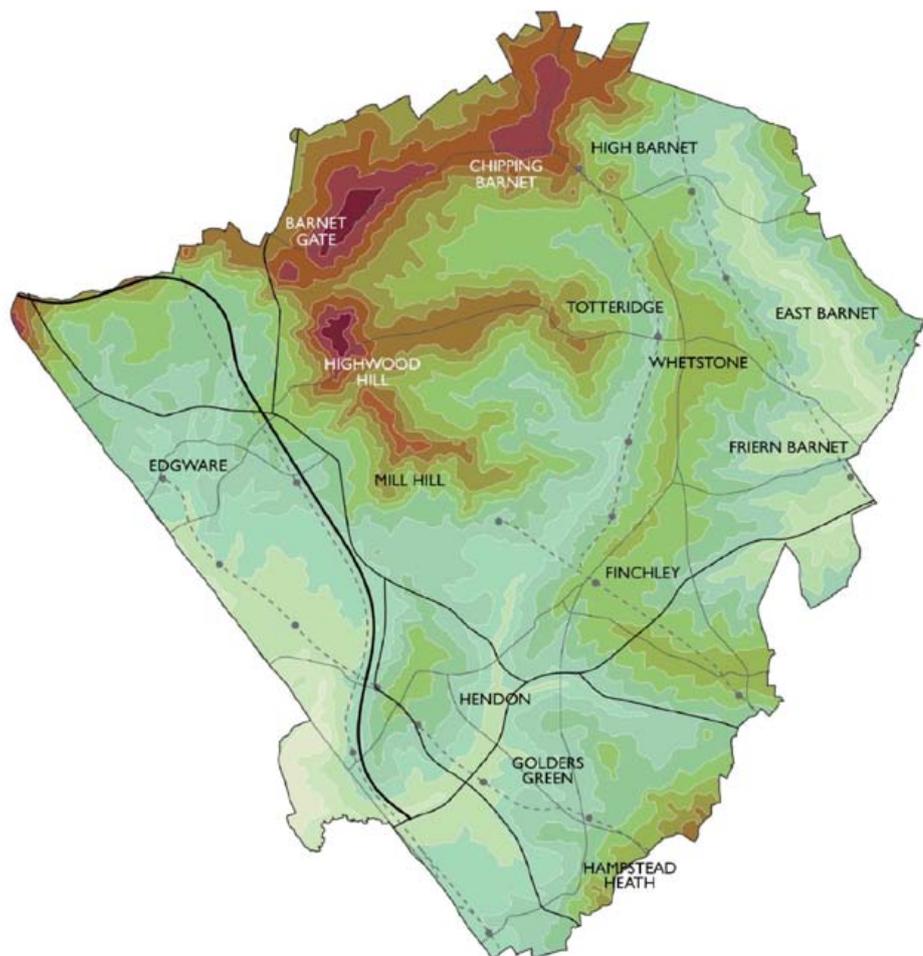
**10.4.1** Barnet has a broad range of heritage assets including Conservation Areas, Listed Buildings, Registered Historic Parks and Gardens, Locally Listed Buildings, Scheduled Ancient Monuments, a Historic Battlefield site and Local Areas of Archaeological Significance. Heritage assets can be used to ensure continued sustainability of an area and promote a sense of place.

**10.4.2** We will conserve the historic significance of heritage assets and their settings. Such assets are designated because of their special architectural or historic interest and their character or appearance.

**Map 7: Barnet's Topography**



Topography  
(Plan by Urban Practitioners 2009)



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24. See timetable for production in LDS.

- 10.4.3** Barnet's Conservation Areas are of varying size and character, ranging from the large garden suburb estates at Hampstead Garden Suburb to historic settlements at Monken Hadley, Mill Hill and Totteridge, a small 19th Century model farm (College Farm, Finchley) and workers cottages at the Railway Terraces in Cricklewood. Our Conservation Areas are shown on the Proposals Map.
- 10.4.4** We also need to protect and enhance our other heritage assets. Barnet has a rich archaeological and architectural heritage which includes the only Historic Battlefield (Battle of Barnet – 1471) in London. Nearly forty sites of archaeological importance containing prehistoric, Roman and medieval remains have been identified across the borough. In terms of buildings of historic and architectural importance in Barnet there are over 2,200 Listed Buildings and 1,600 buildings on the Local List. In addition there are two Scheduled Ancient Monuments at Brockley Hill in Edgware and Manor House in Finchley, three registered Historic Parks and Gardens at St Marylebone Cemetery, Avenue House Garden and Golders Green Crematorium. We will consult with English Heritage over proposals affecting these parks and gardens and on all heritage assets where appropriate. In assessing proposals affecting heritage assets we will use guidance on Understanding Place and Building in Context produced by English Heritage.
- 10.4.5** The NPPF (para 126) supports a positive, proactive strategy for the conservation of the historic environment. We can demonstrate that through our rolling programme of Conservation Area Character Appraisals (CACA) that provide further guidance on the characteristics of these areas. The Appraisals detail how the gradual erosion of traditional features, materials and details undermines character and set out actions to halt and reverse this trend. This can include a review of boundaries. We expect to have complete coverage of CACAs by 2013 and our aim is that no Appraisal is more than five years old.
- 10.4.6** We will also continue to review our Local List (established 1986) which identifies buildings of local importance. We will aim to ensure that the special character and historic significance of such buildings is protected and enhanced. We will develop a mechanism that will enable community engagement on the Local List and for suggestions to come forward for additional buildings that make a contribution to Barnet's historic character.
- 10.4.7** An important element of the production of Barnet's Characterisation Study was the involvement of local amenity societies and community groups whose local knowledge helped shape the Study. As part of the engagement suggestions were welcomed on examples of buildings or streets that were strongly liked or disliked. These examples further informed the Study.
- 10.4.8** We will continue to broaden our knowledge of Barnet's heritage using new and accessible sources of information such as the London Inventory of Historic Green Spaces which lists over 100 largely formal green spaces of historic significance in Barnet including public parks, churchyards and cemeteries.
- 10.4.9** Barnet's archaeological heritage is a valuable education and community resource. As Barnet changes it is important that development proposals in areas of archaeological significance help broaden our knowledge of the past as a result of properly conducted on-site investigations. Further details on our approach to protecting our archaeological heritage is set out in Policy DM06 – Barnet's Heritage and Conservation.
- 10.5 High quality places**
- 10.5.1** As well as preserving heritage we should also enhance it by creating buildings of equally high quality. High quality design creates places that are welcoming, make people feel safe and are enjoyable and easy to use.
- 10.5.2** New development should improve the quality of buildings, landscaping and the street environment and, through this improve the experience of Barnet for residents, workers and visitors. We will therefore insist on high quality design throughout the borough.
- 10.5.3** The NPPF (para 57) states that it is important to plan positively for the achievement of high quality and inclusive design for all development. We will therefore not accept design that is considered inappropriate to its context or which fails to take opportunities to improve the character and quality of an area and the way it functions.
- 10.5.4** The Commission for Architecture and the Built Environment (CABE) as part of the Design Council advises on well-designed buildings, places and spaces. When assessing urban design we will take into account the general principles set out in *By Design: Urban design in the planning system towards better practice*, produced by CABE, as well as other current design advice by relevant bodies.

**10.5.5** The following overarching principles outlined in *By Design* to promote and assess successful new development inform the Development Management Policies DPD and our Residential Design Guidance SPD and suite of Design Guidance Notes. The core design principles are :

- **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 mixes of uses and building types.

**10.5.6** Good design should reflect the diversity of people who use it and not impose barriers of any kind. With a changing population we will ensure the built environment is designed and managed in line with the key principles of inclusive design as set out in the CABI publication *Principles of Inclusive Design (They Include You)*. These principles are:

- **Place people at the heart of the design process:** create spaces and buildings that people can use to form strong, vibrant and sustainable communities
- **Acknowledge diversity and difference:** meet as many people's needs as possible reflecting that we can all experience limited mobility
- **Offer choice:** a single design solution cannot accommodate all users but by considering diversity it can achieve superior solutions of wider benefit
- **Provide for flexibility in use:** design places to adapt to changing uses and demands
- **Provide buildings and environments that are convenient and enjoyable to use:** consider signage, lighting, visual contrast and materials.

**10.5.7** By extending the inclusive design principles embedded in the *Lifetime Homes* standard (as set out at Policy CS4 – Providing Quality Homes and Housing Choice in Barnet) to a wider level we can create neighbourhoods that are welcoming, accessible, and inviting for everyone, regardless of age, or health, or disability. The Lifetime Neighbourhood is sustainable in terms of changing climatic conditions, but it also means that transport services, housing, public services, civic space and amenities, all make it possible for people to have a full life and take part in the life of the community around them. Supporting text for Policy CS6 – Promoting Barnet's Town Centres highlights that the availability and accessibility of local shops are an important aspect of Lifetime Neighbourhoods.

**10.5.8** The publication of *Safer Places* in 2004 combined urban design theory and practice with crime prevention to identify seven attributes of making places safer. These are : access and movement; structure; surveillance; ownership; physical protection; activity and management and maintenance.

**10.5.9** We also support the principles of the Police flagship initiative *Secured by Design* which work mutually with and support those principles identified above from *By Design*. This focuses on crime prevention at the design, layout and construction stages of development by seeking to 'design out crime' and recognises the links to creating a mixed and balanced community as further outlined under the section on making Barnet a safer place. We will use *Safer Places* and *Secured by Design* as part of our designing out crime solutions.

**10.5.10** Barnet also promotes the aims of *Building for Life* – the national standard for well designed homes and neighbourhoods. A *Building for Life* assessor can formally evaluate the quality of schemes by applying 20 criteria which consider: environment and the community; character; streets, parking and pedestrianisation; and design and construction. Major housing schemes can be assessed under this simple evidence based system both formally by accredited assessors and informally in order to evaluate emerging proposals by developers and community groups.

**10.5.11** Good design should promote healthy lifestyles and create buildings that have minimal negative impact on the environment, during construction and beyond. The construction and use of buildings currently accounts for around half of national carbon emissions and it is therefore vital that new and redeveloped buildings are designed to have a positive impact on their environment. Our Sustainable Design and Construction SPD sets out our approach to these matters.

**10.5.12** High quality design also takes account of its surroundings and what is distinctive and valued about the local area. Feedback from Barnet residents on our Characterisation Study told us that the borough is considered distinctive as a place because of the sum of its constituent parts clustered around a network of 20 town centres and their suburbs. Most development in Barnet involves the replacement, extension or conversion of existing buildings so taking account of context and local character is particularly important. We will therefore expect the design of new buildings and places to respond to the local area and its defining characteristics and reinforce or create local distinctiveness.

## 10.6 Tall buildings and Barnet's skyline

**10.6.1** Following the Characterisation Study we commissioned a complementary piece of work on tall buildings. The Tall Buildings Study provides supplementary information on the nature of tall buildings in Barnet and their impact on their surroundings. The Study also provides advice on the issues which should be evaluated when proposals for tall buildings are considered.

**10.6.2** The predominant character of Barnet is two or at most three storeys. As Barnet changes over the next fifteen years it is expected that there will be pressure for tall buildings (defined in Barnet as being eight storeys (equivalent to 26 metres above ground level or more) to play a part in new development. While tall buildings offer the opportunity for intensive use, their siting and design should be carefully considered in order to not detract from the nature of surrounding places and the quality of life for those living and working around them.

**10.6.3** We need to understand the impact of existing tall buildings in order to guide decisions for the future. Our Tall Buildings Study identified 21 locations of tall buildings either as clusters or single structures as shown on Map 8. The existing buildings fall into a number of distinct groupings:

- **Historic corridors** – The two key historic routes in Barnet are the Edgware Road 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.
- **Town centre clusters** – The centres at Finchley Church End, New Barnet and Edgware all feature clusters of tall buildings, helping to emphasise their importance as both service centres and also transport nodes.
- **Residential clusters** – There are a number of residential estates which feature tall buildings, typically dating from the 1960s, including Stonegrove and Spur Road, New Brent Street, Claremont Road and Granville Road. Like many other London suburbs these towers are generally not well regarded and in many cases are the subject of comprehensive renewal programmes. Beyond the identifiable clusters there are also a couple of incidental residential buildings on Cat Hill, and the eastern end of Friern Barnet Road.
- **Non-residential buildings** – away from the key corridors and centres there are a number of other non-residential tall buildings. These include the group of three towers at the police training centre in Hendon and the National Institute of Medical Research establishment on the Ridgeway, along with the offices of Pentland PLC on Squires Lane.

**10.6.4** Barnet has a number of attractive views of skyline ridges and/or significant buildings which contribute to the quality of the townscape and the landscape. Map 8 shows the distribution of existing tall buildings (8 storeys and above) and locally important views that contribute to the character of Barnet. These views include :

- A** Mill Field towards Harrow on the Hill
- B** Golders Hill Park towards Harrow on the Hill
- C** Hampstead Heath Extension towards Hampstead Garden Suburb
- D** King George Playing Fields, Hadley Green towards Central London and Canary Wharf.

**10.6.5** We will seek to ensure that development is compatible with such views in terms of setting, scale and massing and will resist proposals that we consider would cause harm to them. Development will not be acceptable if it obstructs important local views or skylines.

**10.6.6** The Edgware Road corridor forms an important part of Barnet's consolidated growth in the next 15 years. As it lies in a valley floor taller buildings along this route are less likely to have a significant impact on key views from elevated vantage points. Locations along this corridor where tall buildings may be appropriate include:

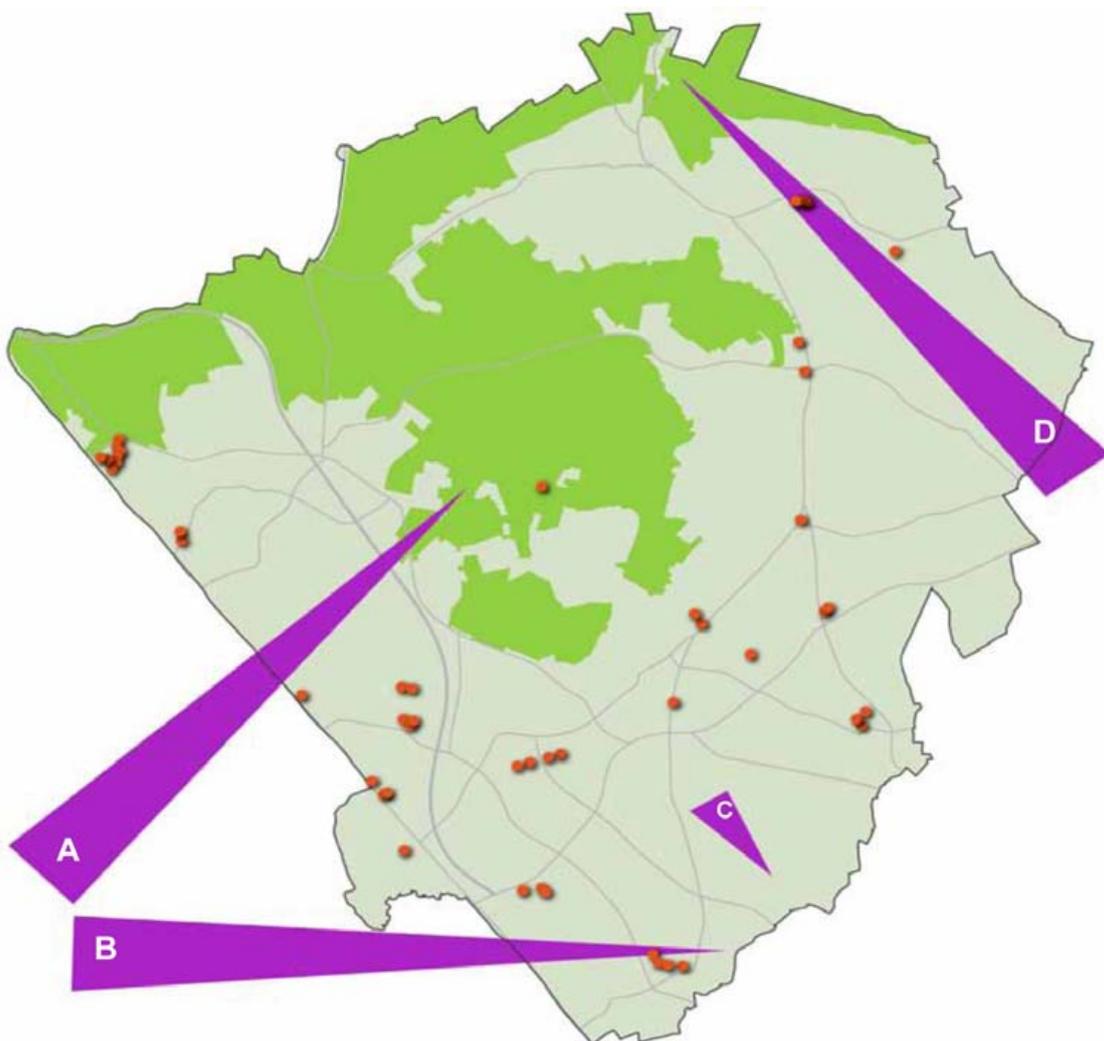
**Brent Cross – Cricklewood** – The majority of the approved scheme will involve tall buildings. Tall buildings outside the planning permission area but within the Brent Cross Regeneration Area will be expected to comply with the Brent Cross – Cricklewood Development Framework. Parameter Pan 007 sets out the maximum building and frontage heights permitted within the application area. The Brent Cross Cricklewood masterplan maximises the use of the site in accordance with the London Plan and will result in an urban form and density that is different from the surrounding area of Barnet.

This will form a new urban quarter, and although the built form is likely to be higher and denser than the surrounding area, the applicant has employed accepted urban design principles to make sure that the new area functions as a successful and integrated part of Barnet. Source – Planning application C/17559/08 approved 28/10/2010.

**Colindale Avenue** – Tall buildings will be supported closer to the new public transport interchange and on corners which will aid legibility. Source – Colindale AAP.

**Edgware Road** – Tall buildings as part of a mixed-use corridor with key junction improvements and new / improved public transport provision to increase travel movement Source – Colindale AAP.

**Map 8: Important local views and existing tall buildings**



**Grahame Park Estate** – Tall buildings ranging from 8 to 11 storeys will form an integral part of the regeneration of this priority housing estate which seeks a fundamental change in the environment and perceptions of Grahame Park, Barnet's largest housing estate. Further details on progress in the regeneration of Grahame Park are set out in the Annual Monitoring Report (AMR). Regeneration of this priority housing estate was approved in January 2007. Source – Planning application W/01731JS/04 approved 17/01/2007.

**Stonegrove and Spur Road Estate** – Tall buildings ranging from 8 to 10 storeys have been integrated into the regeneration scheme and are positioned around the large open space at the rear of the London Academy. Further details on progress in the regeneration of Stonegrove and Spur Road are set out in the Annual Monitoring Report (AMR). Regeneration of the priority housing estate was approved in March 2008. Source – Planning application H/03635/11 approved 07/11/2011.

**West Hendon** – The scheme will create a new focal point for the area around a town square which will be linked to the Welsh Harp and surrounding green space by landscape green corridors. Tall buildings ranging from 8 to 20 storeys will mark out these green corridors. Further details on progress in the regeneration of West Hendon are set out in the Annual Monitoring Report (AMR). Regeneration of this priority housing estate was approved in July 2008. Source – Planning application W/13937/04 approved 01/07/2008

**10.6.7** Town Centre Frameworks for the Priority Town Centres of Edgware, Finchley Church End and North Finchley provide detailed planning frameworks to support the potential for future growth and to manage anticipated change. These Priority Town Centres are locations for existing tall buildings which have contributed to their visibility and importance as service centres and places with high levels of public transport accessibility. Future proposals for tall buildings subject to Policy DM05, the London Plan and English Heritage/CABE Guidance on Tall Buildings may reinforce this visibility and importance.

**10.6.8** Development Management Policy DM05 – Tall Buildings sets out a criteria based approach for assessing proposals for tall buildings. Policy DM05 also considers the redevelopment and refurbishment of existing tall buildings in order to make a more positive contribution to the townscape.

## **10.7 Residential gardens**

**10.7.1** The NPPF sets out the definition of previously developed land and specifically excludes private residential gardens. This protection enhances the important contribution of gardens to the suburb and its quality of life. Barnet's Characterisation Study identified the severe impact of off-street car parking and consequent loss of front gardens on the dominant street typologies. These street typologies are set out at para 10.2.4.

**10.7.2** The contribution of the development of gardens to housing supply was factored into the 2009 Londonwide Strategic Housing Land Availability Assessment (SHLAA) which formed the basis for Barnet's housing target in the London Plan. According to the SHLAA between 2004 and 2007 about 58 units per annum were completed on garden land in Barnet. Table 3 sets out the SHLAA windfall allowance for small sites, equal to 196 units per annum, which with a presumption against garden development in the London Plan includes only a very small contribution from gardens of about 5 units per annum. As gardens are no longer classified as previously developed land we do not expect them to make a contribution to housing supply in Barnet.

**10.7.3** Permissions for the development of garden land have in the past made a contribution to meeting our housing targets. However as Barnet has clearly identified areas for targeted housing growth we will take a robust approach to proposals that involve the loss of gardens and is detrimental to the suburban character that makes Barnet a distinctive place.

**10.7.4** We will assess proposals involving gardens according to Policy DM01 Protecting Barnet's Character and Amenity.

## **Policy CS5: Protecting and enhancing Barnet's character to create high quality places**

We will ensure that development in Barnet respects local context and distinctive local character creating places and buildings of high quality design. Developments should:

- address the principles, aims and objectives set out in the following national design guidance: *By Design, Secured by Design, Safer Places, Inclusive Design, Lifetime Homes and Building for Life*:
- be safe, attractive and fully accessible
- provide vibrant, attractive and accessible public spaces
- respect and enhance the distinctive natural landscapes of Barnet
- protect and enhance the gardens of residential properties
- protect important local views from places within Barnet (as set out in Map 8)
- enhance the borough's high quality suburbs and historic areas through the provision of buildings of the highest quality that are sustainable and adaptable.

All development should maximise the opportunity for community diversity, inclusion and cohesion and should contribute to people's sense of place, safety and security.

### **Heritage and character**

We will work with partners to proactively protect and enhance Barnet's heritage including conservation areas, listed buildings, locally listed buildings, registered parks and gardens; scheduled monuments, areas of archaeological significance and London's only battlefield site.

We will require proposals within or affecting the setting of heritage assets to provide a site assessment which demonstrates how the proposal will respect and enhance the asset. **Policy CS13** addresses the adaptation of heritage assets to reduce carbon emissions and ensure efficient use of natural resources.

We will ensure through our programme of Conservation Area Character Appraisals that these areas are protected and enhanced.

We will ensure through our Green Infrastructure SPD that the key characteristics of Barnet's landscape (Barnet Plateau and Finchley Ridge) are protected and enhanced.

We will encourage community involvement in the review of the Local List of important local buildings.

The Barnet Characterisation Study forms the baseline for the identification of places with a consistent and coherent architectural character. Within the typologies identified in the Characterisation Study we will through our Development Management Policies DPD and Residential Design Guidance SPD develop a framework to protect and enhance those high quality suburbs in Barnet not protected by Conservation Area designations.

### **Tall buildings**

Tall buildings (8 storeys (or 26 metres) or more) may be appropriate in the following strategic locations:

- Brent Cross – Cricklewood Regeneration Area
- Colindale – Colindale Avenue Corridor of Change, Edgware Road Corridor of Change (in accordance with Policy 5.3 Building Heights in the Colindale Area Action Plan, 2010)
- Grahame Park Estate
- Stonegrove and Spur Road Estate
- West Hendon Estate.

And the Priority Town Centres of:

- Edgware
- Finchley Church End and
- North Finchley.

Proposals for tall buildings will be considered in accordance with **DM05 – Tall Buildings, London Plan Policy 7.7 – Location and Design of Tall and Large Buildings** and Guidance on Tall Buildings (2007) by English Heritage and CABI

Outside of these specific locations, proposals for tall buildings will not be supported.

## Key References

- Barnet Characterisation Study, 2010
- Barnet Tall Buildings Study, 2010
- Brent Cross Cricklewood Parameter Plan
- Building for Life  
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- Building in Context, English Heritage, 2007
- By Design: Urban Design in the Planning System, CABE, 2000
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- English Heritage Interactive Website  
[www.climatechangeandyourhome.org.uk/live/](http://www.climatechangeandyourhome.org.uk/live/)
- Guidance on Tall Buildings – English Heritage and CABE, 2007
- Historic Environment Planning Practice Guide – English Heritage, 2010
- Lifetime Homes – Lifetime Neighbourhoods – National Strategy for Housing in an Ageing Society, CLG, 2008
- London Parks and Gardens Trust – Inventory of Historic Green Spaces  
[www.londongardenstrust.org/index.htm?home.htm](http://www.londongardenstrust.org/index.htm?home.htm)
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- National Planning Policy Framework
- Principles of Inclusive Design (They Include You) – CABE, 2006
- Safer Places – The Planning System and Crime Prevention, CLG, 2004
- Schedule of Buildings of Local Architectural and Historic Interest, LB Barnet
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[www.securedbydesign.com](http://www.securedbydesign.com)
- Sustainable Design and Construction, SPD
- Understanding Place, English Heritage, 2010



## 11. Vibrant suburban town centres

**11.1.1** Our suburban town centres are the economic, civic, retail, leisure and transport hubs of Barnet and a good indicator of the economic, environmental and social health of the borough. The network of 20 town centres in Barnet plus Brent Cross contributes significantly to the economic prosperity of Outer London as a whole. Each centre has a special character that contributes to Barnet's distinctiveness and nearly every resident lives within half a mile of a town centre.

**11.1.2** In the London Plan the Mayor has highlighted London's town centres as a strategic focus for commercial development outside central London and for intensification including through residential development. Town centre policy in London should ensure that the evolution of town centres provides improving, convenient and sustainable access to the widest range of competitively priced goods and services. The Mayor considers that town centres have a role in accommodating long term growth pressures and meeting local retail, employment, leisure and civic needs and highlights their contribution to a sense of place and local identity.

**11.1.3** Having a variety of town centres with different functions provides diversity and choice for people living and working in the borough and also attracts people from elsewhere. Jobs in retail and other services make up more than half of all jobs in the borough.

### 11.2 Planning for sustainable economic growth

**11.2.1** The National Planning Policy Framework sets out national objectives for creating prosperous economies, and in particular to promote the vitality and viability of town centres as important places for local communities.

**11.2.2** In order to achieve this:

- New economic growth and development of town centre uses should be focused on existing centres, offering a range of services to communities in an attractive and safe environment, remedying deficiencies in provision in places with poor access to facilities
- Ensure competition between retailers and enhanced consumer choice through innovative and efficient shopping, leisure, tourism and local services in town centres
- Conserve, and where appropriate, enhance the heritage of centres in order to provide a sense of place and focus for the community and for civic activity.

**11.2.3** National guidance defines the main town centre uses. This definition includes retail development, leisure, entertainment facilities such as cinemas, restaurants, pubs, offices and theatres, museums and hotels.

**11.2.4** Development proposals for main town centre uses in edge of centre or out of centre locations need to demonstrate that the proposal site has been identified through a sequential approach in accordance with the National Planning Policy Framework (para 24).

### 11.3 Barnet's distinctive town centres

**11.3.1** Barnet has a complex pattern of town centres with a hierarchy comprised of Edgware, a major centre, along with 14 district centres, 5 local centres and 10 neighbourhood centres. Map 9 shows the distribution of Barnet's major, district and local town centres. The borough has the most district town centres in London.

**11.3.2** Our town centres reflect Barnet's heritage. Many of the town centres have originated from historic centres, and typically contain some of the oldest parts of the urban fabric in Barnet. Parts of the district centres of Burnt Oak, Chipping Barnet, Finchley Church End, Golders Green and Temple Fortune all form part of a conservation area. Barnet's Characterisation Study highlighted town centres as a primary character typology having a fine urban grain with buildings organised facing onto the streets. Later twentieth century centres such as Hendon tend to have a larger and more regular form, but are still orientated around key routes and public spaces. It is therefore important that the historic environment of town centres is protected and enhanced.

**11.3.3** Table 4 sets out the position of town centres in the London Plan hierarchy. In December 2007 we produced a review *Creating Vibrant Suburban Town Centres in Barnet* which assessed the performance of town centres. The review highlighted that:

- 95% of residents do their main shopping in Barnet's town centres
- three quarters of residents visit town centres in Barnet up to four times a week
- two thirds of residents use Barnet's town centres for evening leisure activities
- Barnet's town centres are accessible – walking is the second most popular mode of access and those who walk to town centres spend more money there.

**11.3.4** The review highlighted what could improve the town centres including more retail provision, more affordable car parking, better public realm and less anti social behaviour. It found that in our priority centres:

- Chipping Barnet is considered to have problems with car parking and negative perceptions on safety
- Edgware is considered to have poor public realm
- Finchley Church End is considered to be a popular place for food shopping
- North Finchley is the second most visited town centre in the borough after Brent Cross and has the second highest financial turnover of town centres.

In our other district town centres:

- Whetstone is considered a clean, safe and pleasant place to shop
- Golders Green and Whetstone have changed their functions from providing a range of comparison and convenience goods to become more dependent on leisure services and evening economy roles, (i.e. restaurants, cafes, bars and clubs)
- East Finchley has limited capacity for major commercial growth but retains a 'village' feel.

In our local town centres:

- East Barnet retains a 'village' feel.

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

- Brent Cross and Edgware, the borough's two largest centres are generally performing well and in line with their respective positions in the retail hierarchy
- North Finchley, Chipping Barnet, East Finchley, Golders Green, Mill Hill, Temple Fortune and Whetstone district centres are vital and viable and performing their role in the town centre hierarchy well
- Brent Street, Burnt Oak, Cricklewood, Colindale – The Hyde, Finchley Church End and Hendon Central district centres are not as healthy as some of the other centres in the hierarchy with a lower quality retail offer, fewer multiple retailers and more limited comparison goods provision

- New Barnet is the only district centre which has less than average provision in all retail categories and a number of vacant units contributing to an above average vacancy rate
- the five local centres in the borough – East Barnet, West Hendon, Friern Barnet, Childs Hill and Market Place – are more comparable in terms of their overall scale and offer which is largely service-orientated. West Hendon appears most dilapidated, deprived and in need of enhancement, something the report recognises Barnet is seeking to address through its regeneration programme
- the ten neighbourhood centres are also broadly in line with their status at the base of the retail hierarchy.

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

**11.3.7** In 2010 we updated retail capacity projections in order to take into account new planning commitments granted consent since the 2009 TCFNA, the economic downturn and to help consider investor interest in retail development in Barnet. The update sets out:

- the total available pot of convenience and comparison goods expenditure;
- identifies claims on this expenditure (in terms of existing retail space in Barnet);
- ability to increase sales efficiency;
- retail planning commitments not yet implemented; and
- when existing claims on expenditure have been deducted the amount of residual expenditure to support new retail floorspace can be highlighted.

- 11.3.8** The TCFNA broke the borough down into the following sub-areas
- **West**  
Edgware, Mill Hill and Burnt Oak
  - **North**  
New Barnet, Chipping Barnet
  - **East**  
North Finchley, Finchley Church End, East Finchley, Whetstone
  - **South**  
WestHendon, Brent Cross, Cricklewood
  - **South East**  
Golders Green, Temple Fortune, Brent Street.

## 11.4 Retail need and capacity – convenience goods<sup>25</sup>

- 11.4.1** The TCFNA highlighted good convenience store provision in Barnet. Edgware and all district centres have at least one convenience store, with the larger centres having larger stores and a greater product range. Independent retailers – butchers, bakers, greengrocers and delicatessens – are also present in district centres. There is also good convenience provision in the local and neighbourhood centres. As well as eight out of centre supermarkets in Barnet there are 54 local parades and shops in the borough. These local parades and shops supplement the retail offer in Barnet’s larger town centres.
- 11.4.2** The 2010 Update provides an indication of residual capacity for convenience goods after taking into account existing commitments and identified developments in the pipeline up to 2026. Convenience retail floorspace at Brent Cross – Cricklewood is not expected to come forward until at least 2016 to 2021. The Update concludes that there is residual global capacity to support 2,200m<sup>2</sup> net additional convenience goods provision over and above existing commitments in planning consents, and pipeline developments. This includes development identified at Colindale and Mill Hill East as part of their adopted AAPs. The NPPF (para 23) states that it is important that needs for retail and other main town centre uses are met in full and not compromised by limited site availability. This capacity represents a global figure that could be met by several small-scale developments such as extensions and reconfigurations to existing stores across the Borough and does not necessarily suggest capacity for a single large supermarket.

- 11.4.3** Across the borough capacity is expected to mainly come forward in the East and West. Limited net increases in convenience capacity of 7,000m<sup>2</sup> by 2021 to 2026 are forecast in the East, and of 2,500m<sup>2</sup> in the West. In the North sub-area net residual convenience capacity is not forecast to be significant assuming that pipeline development comes forward. The South West is forecast to have on the basis of existing market share an oversupply of convenience goods floorspace (net) before 2026 as a result of the creation of a new town centre at Brent Cross-Cricklewood. However the successful regeneration of Brent Cross-Cricklewood will increase market share and support the new convenience floorspace.

- 11.4.4** Identification of convenience capacity does not equate to support for new supermarket provision. Capacity should therefore be addressed incrementally. On the basis of the analysis in the TCFNA and 2010 Update there is little quantitative need to plan further significant convenience goods provision in the lifetime of the Core Strategy.

## 11.5 Retail need and capacity – comparison goods<sup>26</sup>

- 11.5.1** The TCFNA highlighted good comparison goods provision in Brent Cross, Edgware, North Finchley, Chipping Barnet, Mill Hill, Temple Fortune and Whetstone. There is mixed performance amongst town centres and out of centre retail parks such as Staples Corner and Friern Bridge.
- 11.5.2** The 2010 Update highlighted that growth in comparison goods expenditure is much lower than previously anticipated in the TCFNA. This is largely due to the impact of the recession. Comparison retail floorspace at Brent Cross – Cricklewood is not expected to come forward until at least 2016 to 2021. The Update concludes that there is residual global capacity to support 16,800 m<sup>2</sup> net additional comparison goods provision over and above existing commitments in planning consents, and pipeline developments. This includes development identified at Colindale and Mill Hill East as part of their adopted AAPs.

25. Convenience goods are consumer goods that are purchased on a regular basis such as food, toiletries and cleaning materials.

26. Comparison goods are durable goods such as clothing, household goods, furniture, DIY and electrical goods.

**11.5.3** Across the borough capacity is expected to mainly come forward in the East and West. Limited increases in comparison capacity of under 5,000m<sup>2</sup> (net) by 2021 to 2026 are forecast in both the East and South West sub areas, and of 6,500m<sup>2</sup> (net) in the West. In the North and South East sub-areas residual comparison capacity is not forecast to be significant.

**11.5.4** With this level of residual capacity for comparison goods it is appropriate to plan for modest comparison goods development within Barnet including extensions to stores in town centres. Assuming continued expenditure growth there will be increased capacity for comparison goods beyond the Brent Cross Cricklewood development and this should be absorbed by development opportunities in Edgware, North Finchley and Chipping Barnet.

## 11.6 Brent Cross – Cricklewood

**11.6.1** Brent Cross is London's only regional shopping centre and Barnet's largest shopping location, but it is not yet designated as a town centre in the London Plan. A Development Framework for the area was adopted in 2005 and plans are now in place, including specific development proposals to regenerate Brent Cross – Cricklewood. Progress on these proposals is set out in Section 7 of the Core Strategy.

**11.6.2** The Core Strategy and the saved UDP policies envisage the conversion and expansion of the existing 'out of centre' Brent Cross Shopping Centre into a mixed use town centre which will extend across the A406 North Circular Road and will be well-integrated to the rest of the Brent Cross – Cricklewood area.

**11.6.3** The proposals comprise a net addition of 55,000m<sup>2</sup> gross comparison retail floorspace as part of the new town centre north which is equivalent to the quantum established by the adopted UDP. Comparison floorspace will feature up to 61,545m<sup>2</sup> of new floorspace with 6,545m<sup>2</sup> of existing floorspace within Brent Cross Shopping Centre to be decommissioned.

**11.6.4** The London Plan has identified Brent Cross Cricklewood as a potential Outer London Development Centre (OLDC). With its greater than sub regional reach in its retail strategic functions Brent Cross Cricklewood has the potential for strategically significant growth in retail as well as office development. An OLDC is considered a location more appropriate to accommodating the scale and nature of growth likely to come forward, to minimise need to travel and to complement existing structures.

**Table 4: Barnet's network of town centres**

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

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

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

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

## 11.7 Town centre frameworks

**11.7.1** In order to create the right environment to enable and facilitate private sector investment and growth in Barnet's town centres we produced a Suburban Town Centre Strategy in April 2008. This focused on eight objectives:

- improve the appearance of Barnet's town centres
- ensure effective control of parking arrangements
- manage development opportunities and changes in planning use effectively
- effectively regulate the street trading environment
- maximise take up of trade waste contracts
- improve residents' feelings of safety and security
- improve access to information on town centres
- ensure consistency with other corporate programmes.

**11.7.2** The TCFNA identified the capacity of Barnet's centres to accommodate new development by 2026. Key opportunities for substantial enhancement in the comparison retail offer are located within Chipping Barnet, Edgware and North Finchley. The Suburban Town Centre Strategy identified centres where more detailed planning frameworks will support the potential for future growth and manage anticipated change. These are:

- **Chipping Barnet**
- **North Finchley**
- **Edgware**
- **Finchley Church End.**

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

**11.7.4** Town Centre Frameworks aim to create the right environment for vibrant and viable town centres in Barnet. The individual Town Centre Frameworks will identify opportunities to enhance the public realm and improve accessibility for all users and will seek to support the provision of a wide range of shops and services to meet the needs of diverse local populations. All Town Centre Frameworks are subject to community engagement in order to identify the different requirements of each town centre, and the different needs and preferences of those who use them.

**11.7.5** The Town Centre Frameworks will focus on main town centre uses – retail, leisure, entertainment (cinemas and theatres), offices, museums and hotels and:

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

**11.7.6** Where opportunity sites are identified in the Frameworks development principles will be set out which will assist in guiding future development proposals for individual sites across the town centre. The Frameworks will provide the basis for managing and promoting positive change in identified town centres and will be a material consideration for planning applications in the area.

**11.7.7** Each Framework will also include a section on Delivery and Implementation which proposes the pooling of Section 106 contributions to invest in a public realm enhancement programme with the potential to top up from other sources including via local traders and community fund raising initiatives.

**11.7.8** In addition to the priority town centres identified above there are also accessible town centres such as Golders Green, New Barnet and Whetstone where a planned approach including planning briefs or frameworks will be appropriate for managing development opportunities.

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

## **11.8 Neighbourhood centres and shopping parades**

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

## **11.9 Role and function of town centres**

**11.9.1** The recession has not caused the decline of town centres but exacerbated existing problems, many of which were already identified in *Creating Vibrant Suburban Town Centres in Barnet* in December 2007. Many high streets are “outmoded” and have been “struggling for years, lacking the investment or the vision to offer customers a compelling choice and so failing to compete with better experiences in neighbouring towns or retail parks”. Online retail has also had an impact.

**11.9.2** While several national foodstore operators have returned to the high street with small convenience stores in recent years there has still been a continued polarisation towards larger town centres and the provision of larger stores in these larger centres. Where smaller centres have been unable to diversify their offer or create niche markets they have suffered.

**11.9.3** We recognise that the continued vibrancy and diversity of services offered in our town centres, neighbourhood centres and local parades of shops depends on access by all who want to use them. A balance must be found that encourages people to use local businesses in preference to out-of-town retail developments and this will be reflected in the provision of parking which encourages turnover whilst retaining facilities for loading and the disabled. Careful management is also required to protect Barnet’s town centres from commuter parking by people travelling into Central London.

**11.9.4** We are committed to ensuring that planning is focussed on supporting vibrant town centres through:

- Redefining the role of each town centre based on the function which will provide the most potential (e.g. thereby allowing changes of use to support this redefined role)
- The creation of larger shop units to meet demand from major retailers
- The granting of temporary permissions to reduce, in the short term, the number of vacant properties
- Developing a planned strategy for housing intensification, and social infrastructure improvement for the edges of town centres, where applicable.

**11.9.5** One of the key principles guiding the One Barnet Programme (see Section 2.3 for more details) is to develop a new relationship with citizens. While the council recognises its role in supporting the borough’s town centres and ensuring their continued success, a range of other stakeholders including retailers, residents and investors have a role at least as significant to play. We therefore support more active engagement, networking and self-help among key players across the town centre network.

**11.9.6** A 2009 report on town centres by the London Development Agency (LDA)<sup>27, 28</sup> recognises that “if long-term changes in the operation of the retail market are negatively affecting town centres, conceptualising them as primary retail driven places can impede innovative solutions, whereas other town centre functions (leisure, local services, meeting place, employment space) might offer equal or more potential”. It is also considered that as a result of retail decline, some town centres have contracted and created an opportunity for unplanned incremental development of a quality that has added little value to declining town centres. The LDA study considers that “edges of town centres would profit from more proactive planning and design strategies so that these locations are strengthened”. The decline of retail, particularly outside the core of town centres should therefore be seen as an opportunity to consider a planned strategy for housing development utilising the Town Centre Frameworks and planning briefs for managing development opportunities in other town centres.

27. ‘SEVEN – Housing Intensification in seven South London town centres’.  
28. In April 2012 the functions of the LDA transferred to the GLA.

## 11.10 Other town centre uses

**11.10.1** Barnet currently has a good provision and choice of commercial leisure and tourist facilities. The market largely determines the need for additional facilities such as cinemas, bingo, bowling, health and fitness and hotels. There is scope for centres to improve their evening economy offer and provision of restaurant and public house uses within secondary frontages.

**11.10.2** If planning policies are very restrictive with regard to allowing changes in use, for example, from retail to businesses, it can result in high vacancy rates and a decline in the vitality of the centre as workers' and visitors' disposable income supports town centre and retail activities. There will always be changes taking place in the network of town centres, particularly in a borough as large as Barnet with such a diversity of centres and anticipated growth. People's habits change, businesses flourish or decline at the national, city and local level, and certain factors such as the fear of crime fluctuate.

**11.10.3** The NPPF (para 23) recommends that town centre boundaries and primary and secondary frontages are clearly defined in the Local Plan and are supported by policies on appropriate uses in such locations. In order to maintain the vitality and viability of town centres, retail floorspace should be concentrated within the core of commercial locations and that other town centre uses such as leisure, offices and community facilities are allowed on the fringe of the core. The boundaries of Barnet's network of town centres have been specifically defined through the Development Management Policies DPD and are shown with the primary and secondary retail frontages of major and district centres on the Proposals Map.

## 11.11 Evening economy

**11.11.1** It is important that town centres in Barnet maintain and enhance their provision of pubs and restaurants and other leisure facilities in order to encourage a healthy evening economy. We do however recognise the attractions of Central London and competing centres outside Barnet. Town centres at Cricklewood and Whetstone have been identified in the London Plan as night time economy clusters of more than local significance. North Finchley is also a popular evening destination attracting the largest market share of Barnet households visiting pubs and clubs. The development of Brent Cross Cricklewood will include a range of bars, restaurants and other leisure activities which are designed to bring life to the area in the evenings. DM11 Development Principles for Barnet's Town Centres addresses the evening economy.



## 11.12 Cinemas

**11.12.1** There are four cinemas providing 21 screens within the borough. Barnet's town centres have suffered from multiplex cinemas in out of centre locations such as Cineworld at Staples Corner and Vue at Great North Leisure Park. A cinema is proposed as part of the Brent Cross – Cricklewood proposal. Apart from this proposal cinema provision is considered adequate to meet current demand, unless the market dictates otherwise.

## 11.13 Health and fitness clubs

**11.13.1** According to the TCFNA the town centres of North Finchley and Mill Hill have proved popular locations for health and fitness clubs. Such facilities form an appropriate use as part of mixed use schemes and contribute to a healthy evening economy.

## 11.14 Hotels

**11.14.1** The NPPF identifies hotels as a main town centre use. Most of the existing hotels in Barnet are not in town centres. According to the GLA Hotel Demand Study (2006) there is a net additional rooms requirement of 500 rooms by 2026. This forecast assumed high growth rates and was produced prior to the global economy downturn. The Brent Cross Development Framework includes a mix of leisure uses including hotel and conference facilities. DM11 Development Principles for Barnet's Town Centres addresses proposals for hotel development.

## 11.15 Markets and affordable retail units

**11.15.1** We support a dynamic, competitive and diverse retail sector which also provides for small and medium sized enterprises. Markets at Burnt Oak (Watling Market), Chipping Barnet (Barnet Market) and North Finchley (Lodge Lane Car Park) serve a multitude of roles. They have long historical associations with the development of these places as retail centres ranging from 800 years at Barnet Market to over 70 at Watling Market in Burnt Oak. They can also provide greater retail choice and affordability as well as help to meet the needs of Barnet's diverse communities.

**11.15.2** The availability and accessibility of local shops are an important aspect of 'Lifetime Neighbourhoods'. It is also important that the retail sector is diverse and successful and that new independent shops are given the opportunity to establish themselves as part of the retail offer in Barnet's successful town centres. In accordance with the NPPF (paras 203 to 205) we will investigate the potential for utilising S106 contributions from major retail developments (over 2,500m<sup>2</sup>) to ensure provision of affordable retail units. Further guidance on affordable shops is provided in our SPD on Contributions to Enterprise, Employment and Training<sup>29</sup>.



<sup>29</sup>. See timetable for production in LDS.

## Policy CS6: Promoting Barnet's town centres

In order to promote competitive town centre environments and provide consumer choice, we will realise development opportunities for the town centres of Edgware, North Finchley, Finchley Church End, and Chipping Barnet. We will pursue the individual planning objectives for each centre as set out in their Town Centre Frameworks and ensure the delivery of environmental, design, transport, car parking and community safety measures. Development in these town centres will reflect the preferred sequential approach in the National Planning Policy Framework (para 24).

- we will promote successful and vibrant centres throughout Barnet to serve the needs of residents, workers and visitors and ensure that new development is of an appropriate scale and character for the centre in which it is located;
- we will promote the distribution of retail growth to meet the capacity for an additional 2,200m<sup>2</sup> (net) of convenience goods floorspace across Barnet by 2021–2026. The majority of the convenience capacity arises in the East sub-area (centred on the District Centre of North Finchley) and West sub-area (centred on the Major Centre of Edgware) beyond 2016. **We will therefore not plan further significant convenience goods provision before 2026;**
- we will promote the distribution of retail growth to meet the capacity for an additional 16,800m<sup>2</sup> (net) of comparison goods floorspace across Barnet by 2021–2026. The majority of this capacity arises in the East, West and South West sub-areas. On basis of continued expenditure growth we will in addition support comparison goods provision in Edgware, North Finchley and Chipping Barnet;
- we will ensure that food, drink, entertainment uses as part of a healthy evening economy in our town centres do not have a harmful effect on residents and the local area;
- we will ensure the efficient use of land and buildings in all town centres, encouraging a mix of compatible uses including retail, managed affordable and flexible workspace, leisure and residential that add to the vibrancy of the area whilst respecting character;
- we will take a planned approach to manage development opportunities in Golders Green, Whetstone and New Barnet and through our Site Allocations DPD promote development opportunities in our smaller District Centres at Burnt Oak, Colindale – the Hyde and Cricklewood that enhance the overall attractiveness of these centres;
- we will pursue further opportunities for town centre enhancement at smaller centres that attract private sector investment or have been highlighted for priority action;
- we will, in order for them to compete with other centres and particularly out of centre retail parks and shops, support retail uses in town centres by improvements to the public realm, the public transport network, short-trip parking and accessibility by cyclists and pedestrians. We will promote investment in the historic environment of town centres;
- we will seek to protect and enhance more 'local' neighbourhood centres and parades of shops in terms of their potential contribution to sustainable suburbs and shopping; and
- we will seek to protect existing markets as part of the retail offer of Burnt Oak, Chipping Barnet and North Finchley town centres and, where appropriate, use S106 contributions to ensure the provision of 'affordable shops' in new retail development.

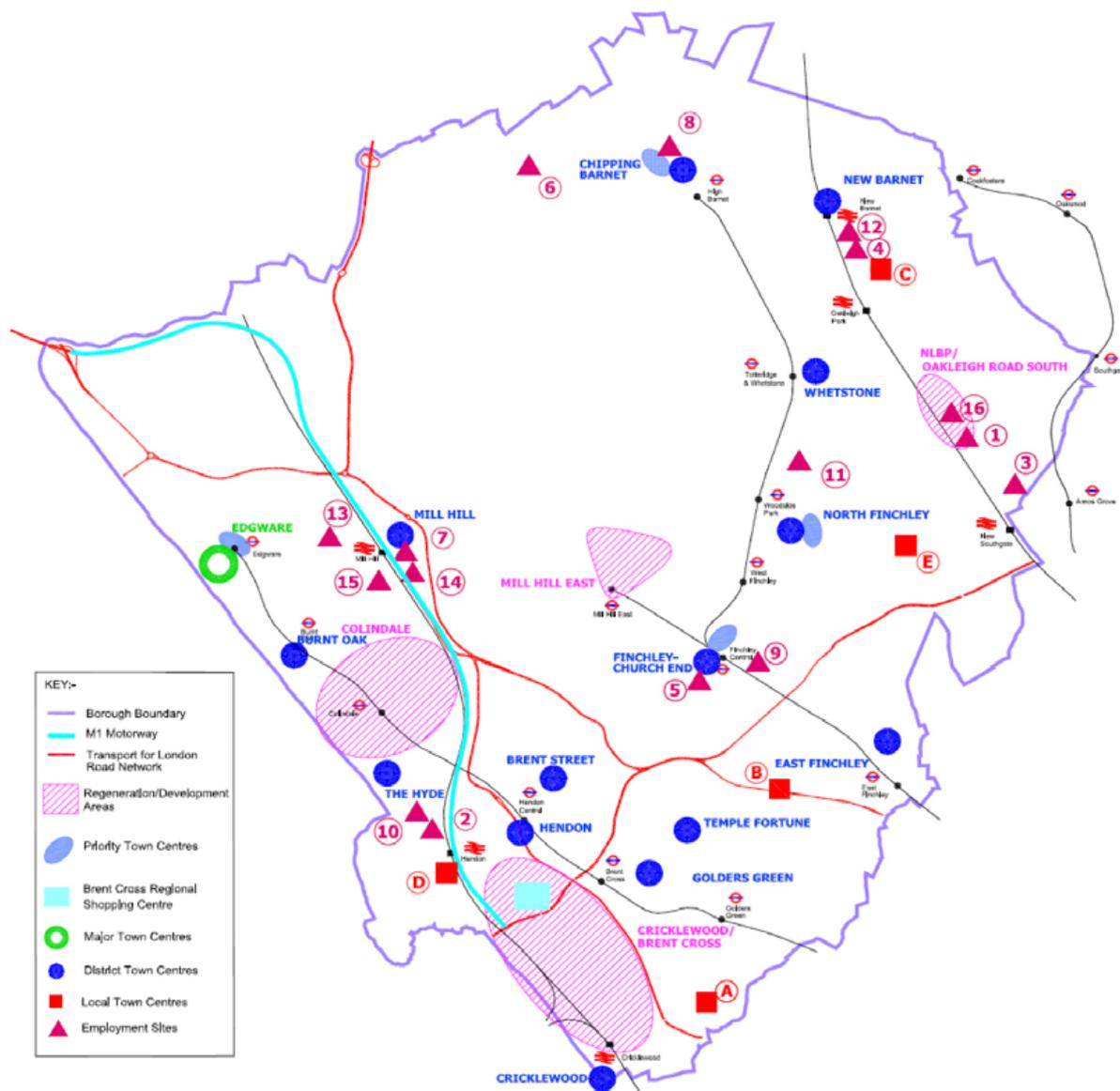
## Brent Cross/Cricklewood

In order to create a distinct and attractive business offer we will promote Brent Cross/Cricklewood as a new metropolitan town centre and an Outer London Development Centre through mixed use regeneration which delivers a net addition of 55,000m<sup>2</sup> of gross comparison floorspace in town centre north and 370,000m<sup>2</sup> of office floorspace as part of a mix of uses that accords with the London Plan and the saved suite of UDP Policies on Brent Cross-Cricklewood. Brent Cross does not currently perform as wide a range of functions as a typical town centre. Any substantial future extension or redevelopment should be linked to an enhanced role for public transport to serve its catchment area and should make a positive contribution to encouraging a modal shift from car use to public transport.

We will expect any substantial extension of Brent Cross and redevelopment of its immediate environs to:

- complement the role of Brent Cross as a new metropolitan town centre and an Outer London Development Centre; and
- to contribute to the balanced regeneration of the Brent Cross/Cricklewood Regeneration Area.

**Map 9: Town centres and employment sites**



| Employment Sites |                               | Site                      | Name          |
|------------------|-------------------------------|---------------------------|---------------|
| 12               | Red Rose Trading Centre       |                           |               |
| 13               | Grenville Place               |                           |               |
| 14               | Bunns Lane                    |                           |               |
| 15               | Granard Business Centre       |                           |               |
| 16               | North London Business Park    |                           |               |
| 5                | Regents Park Road             | <b>Local Town Centres</b> |               |
| 6                | Queens Road Industrial Estate | Site                      | Name          |
| 7                | Mill Hill Industrial Estate   | A                         | Childs Hill   |
| 8                | Hadley Manor Trading Estate   | B                         | Market Place  |
| 9                | Squires Lane                  | C                         | East Barnet   |
| 10               | Connaught Business Centre     | D                         | West Hendon   |
| 11               | Finchley Industrial Estate    | E                         | Friern Barnet |

## Key References

- Barnet Unitary Development Plan, 2006
- Barnet Unitary Development Plan – Secretary of State’s Direction on Saved Policies, 2009
- Brent Cross, Cricklewood and West Hendon Regeneration Area Development Framework, 2005
- Creating Vibrant Town Centres in Barnet, LB Barnet, 2007
- Hotel Demand Study, GLA, 2006
- London Plan, 2011
- National Planning Policy Framework
- Suburban Town Centre Strategy, LB Barnet, 2008
- Town Centre Floorspace Needs Assessment, 2009
- Town Centre Floorspace Needs Assessment, Update 2010



## 12. Enhancing and protecting Barnet's open spaces

**12.1.1** Barnet is one of the greenest boroughs in London with 28% of its area designated as Green Belt (2,466 ha) and 8% as Metropolitan Open Land (MOL) (690 ha). Barnet has over 200 parks and open spaces covering 848 hectares and 67 sites of nature conservation importance plus a site of special scientific interest at Welsh Harp Reservoir. There are 1192 ha of public open space in Barnet covering 14% of the borough. This includes those parts of Green Belt and MOL which are accessible to the public.

**12.1.2** The Sustainable Community Strategy highlights the importance of Barnet's green open spaces and that we all want to live in an attractive, clean and green environment. Our open spaces and outdoor sports and recreational facilities are an important element of the borough's character and careful protection of these assets is fundamental to delivering the spatial vision. Our open spaces form an integral part to the character of 11 of Barnet's 18 Conservation Areas.

**12.1.3** Reflecting its outer London location many parts of Barnet have relatively easy access to open countryside. However people need green spaces close to where they live and Green Infrastructure (a strategic network of green spaces) can provide for a natural and healthy environment. A network of well designed, well maintained open spaces and outdoor sports and recreational facilities is vital to Barnet's success as a place to live.

**12.1.4** Our policy on open space seeks to ensure that the growth identified in Policy CS3 – Distribution of Growth in Meeting Housing Aspirations will be supported by increases and improvements in open space provision including outdoor sport and recreation opportunities, and that development makes provision for biodiversity.

### 12.2 Barnet's Green Infrastructure

**12.2.1** In order to maximise the benefits that open spaces can deliver, it is vital that they are considered as a network.

**12.2.2** Barnet's Open Space, Sport and Recreational Facilities Needs Assessment provides evidence on the existing open spaces that forms part of Barnet's Green Infrastructure network and its intrinsic values. It provides a basis for improving the quality and potential uses of open spaces to cater for increasing future demand arising from growth and the changing needs of the community.

#### Table 5: Green Infrastructure

Green Infrastructure is the network of green spaces, places and features that thread through and surround urban areas and connect town to country. Barnet's Green Infrastructure includes

- Green Belt and Metropolitan Open Land
- Landscape
- Natural and semi-natural green spaces
- Trees, hedgerows and green corridors
- Playing pitches and outdoor sports facilities
- Amenity green space
- Children's play facilities
- Allotments, community gardens and urban farms
- Cemeteries and churchyards
- Rivers, streams and open water areas
- Green roofs and walls.

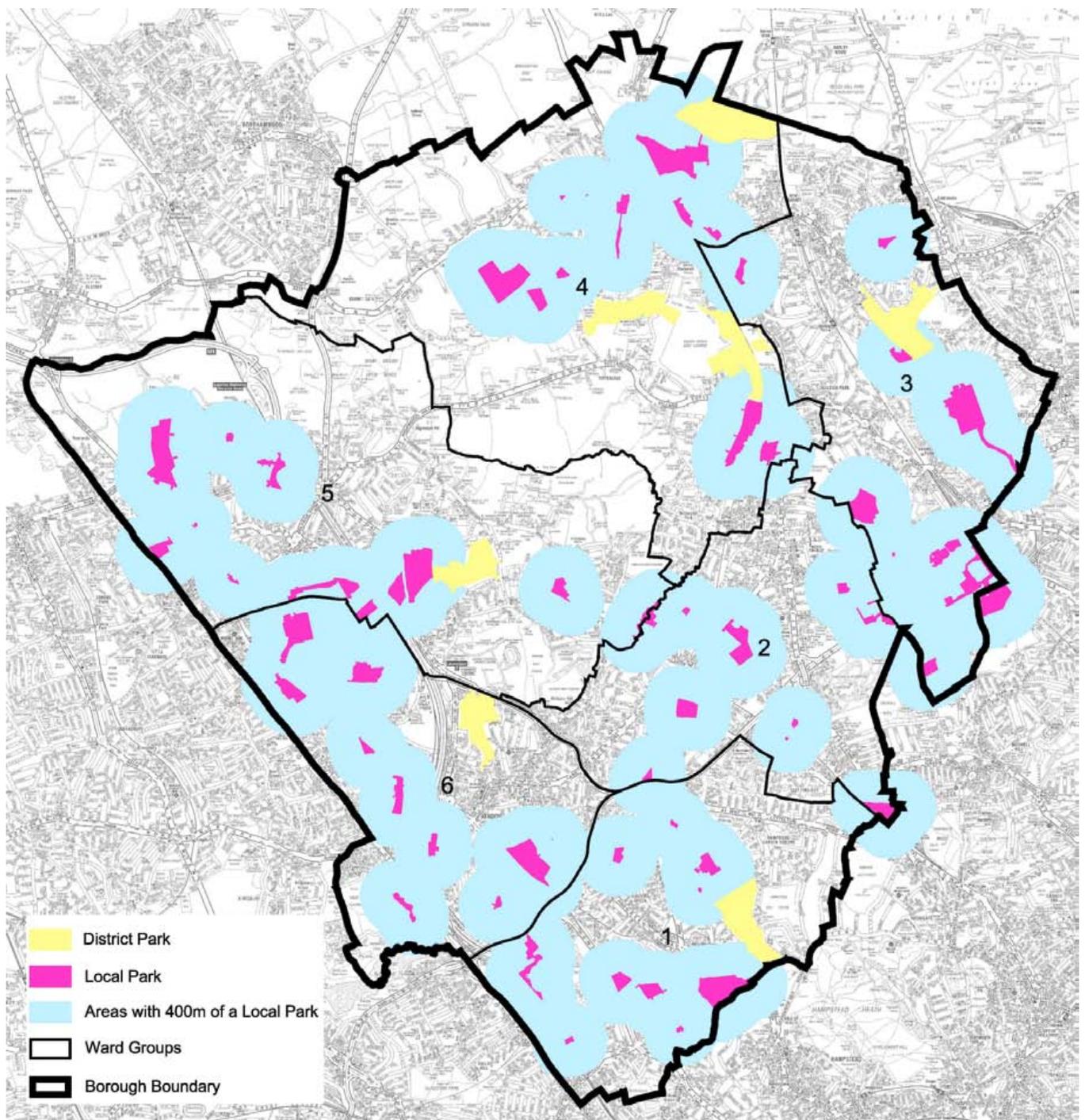
**12.2.3** The success and value of an open space network is dependent on three principal factors: the quantity, quality and accessibility of open spaces. The NPPF (para 73) states that planning policies should be based on an assessment of the needs for open space, sports and recreational facilities and opportunities for new provision. Barnet's Open Space, Sports and Recreational Facilities Needs Assessment identifies quality as the overriding factor that affects the public's satisfaction with the open space network followed by distance and the ability to access open spaces. The Assessment therefore provides an analysis of the quality and accessibility of existing open spaces and sets out a series of recommendations for improvement. In addition we also recognise that our parks serve as a vital focal point for formal and informal community activities including fairs and festivals.

**12.2.4** Green Belt and Metropolitan Open Land covers a third of the Borough and makes a major contribution to quality of life in Barnet and London's multi-functional green infrastructure. Through positive management of this resource we are keen to see improvements to its overall quality and accessibility.

**12.2.5** On the basis of the Assessment Policy DM15 – Green Belt and Open Spaces sets out local space standards for public parks, children’s play facilities, outdoor sports provision, and natural and semi-natural green space (including Metropolitan Open Land). In applying these standards it is recognised that open spaces are multi-functional and any one space may fulfil a range of purposes.

**12.2.6** The Assessment highlights opportunities for improving the quantity and quality of open spaces in Barnet, including better linkages in order to provide a more integrated and coherent network of open space. Further guidance in ensuring improvements to the network of open spaces is provided within the SPD on Green Infrastructure.

**Map 10: Public open space deficiency**



**12.2.7** Map 10 identifies those areas of the borough that are deficient in public open space. The more rural northern half of Barnet has the largest area of public open spaces but these are the least accessible. This provides a context for levels of formal provision and does not reflect informal use of open space nor patterns of usage of Barnet's or neighbouring borough parks such as Hampstead Heath and Canons Park.

**12.2.8** The Assessment review of areas of deficiency in public open space reflected those areas identified in Barnet's 2006 Unitary Development Plan. Areas highlighted as having a deficiency in district parks i.e. being more than 1.2 kms from such a park included North and East Finchley, Brent Cross – Cricklewood and Edgware. Areas highlighted as having a deficiency in local parks i.e. being more than 0.4 kms from such a park included New Barnet, Oakleigh Park, Edgware, North Finchley, Mill Hill and Hendon.

### **12.3 Barnet's parks**

**12.3.1** Barnet has a total of 73 public parks ranging from Hamilton Road Playground (0.04 ha) to Monken Hadley Common (41 ha). These are categorised according to the public open space hierarchy in the London Plan. A park covering 20 hectares or more is a District Park. Local Parks cover less than 20 hectares. Barnet has seven District Parks and 66 Local Parks providing a total area of 488 ha.

**12.3.2** Over a 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 Spaces.

**12.3.3** The primary green space assets in the borough are the 16 Premier Parks. With a Premier Park located within a one mile radius of almost every home in the borough these parks are managed to provide a high quality, recreational experience with an appropriate range of safe and accessible facilities to appeal to all ages (ranging from outdoor gyms at Oak Hill Park to skate parks at Friary Park). The distribution of public open space is shown in Map 11.

**12.3.4** Barnet has 57 other public parks which are not Premier Parks. A wider green space management and improvement approach will be developed through a Parks and Open Spaces Strategy to meet increasing need and demand for quality open space.

**12.3.5** The Assessment highlighted that although many parks are of high quality, in particular the Premier Parks, there are a number of parks where improvements could be made to improve their attractiveness. Measures to improve quality will be taken forward through our Parks and Open Spaces Strategy.

**12.3.6** 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. The 17 km long Dollis Valley Green Walk incorporating Brent Park, Hendon, Windsor Open Space Finchley, Riverside Walk / Gardens, North Finchley, and Brook Farm / Wyatts Farm, Whetstone provides an important green corridor for wildlife and recreational use through the heart of Barnet. Dollis Valley Green Walk has received funding from the Mayor of London's Help a London Park scheme to improve the quality and safety of London's parks. The Capital Ring is a key green route that encircles London. The routes that go through Barnet are Section 10 (South Kenton to Hendon Park) and Section 11 (Hendon Park to Highgate).

**12.3.7** In order to tackle deficiencies and under provision of public open space and to ensure adequate new open space is provided in Barnet's growth areas we will ensure additional on-site open space or improvements to accessibility. Barnet's growth areas contain proposals to increase the supply of, as well as enhance, public open space in Barnet. The three main growth areas will create 18.5 ha of additional public open space as well as enhance provision at Bittacy Hill Park, Clitterhouse Fields, Montrose Park and Grahame Park. There are no significant opportunities for new open spaces in North and East Finchley. The priority in these areas will be to improve access to existing parks.

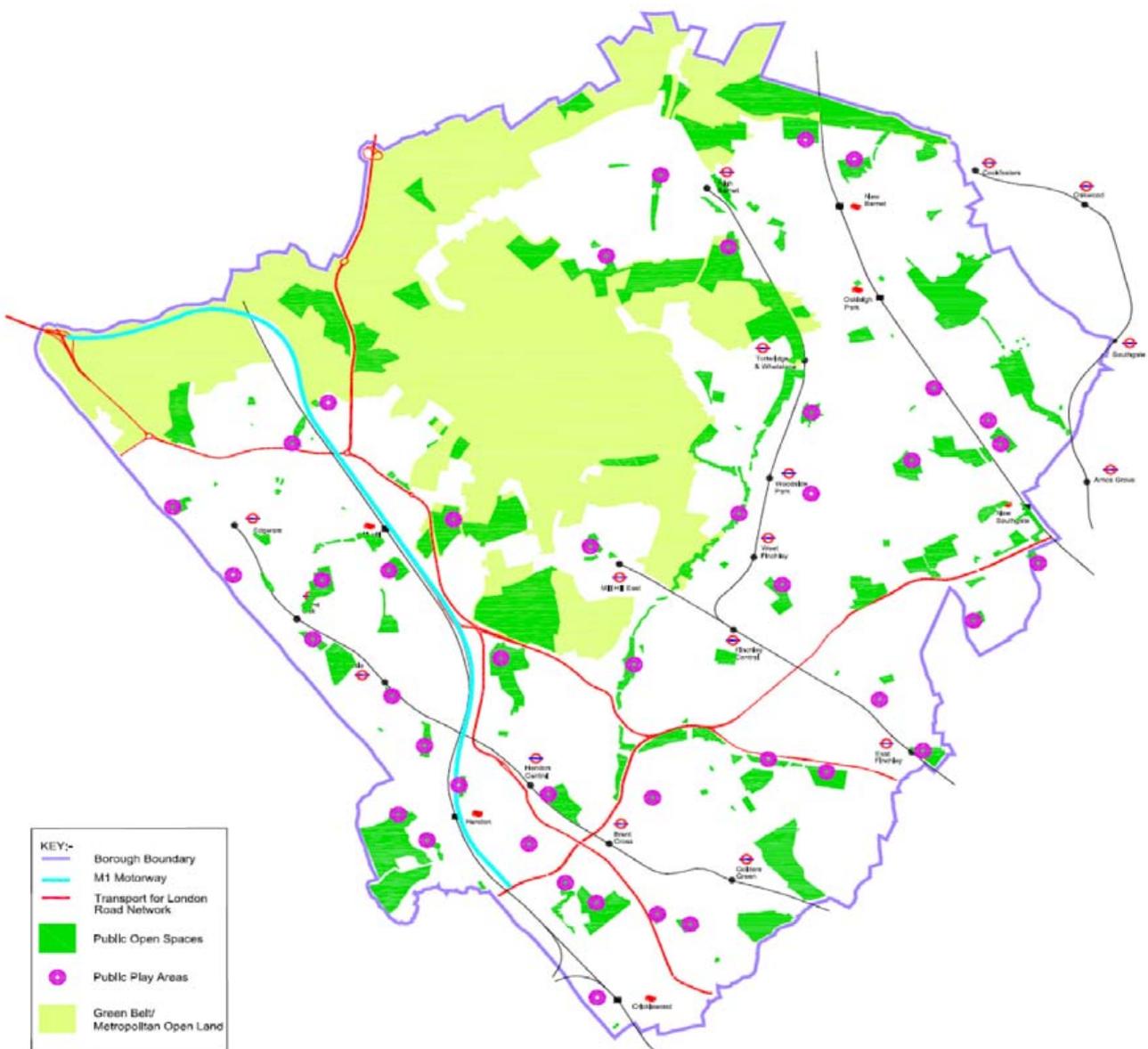
**12.3.8** The concept of a regional park in North West London has been highlighted in the North West London to Luton Corridor Prospectus for Sustainable Co-ordinated Growth. The area extending from Welsh Harp along the River Brent and its tributaries (Dollis Brook and Silk Stream) together with the Dollis Valley Green Walk has been identified as having potential for designation as a regional park.

## 12.4 Children's play facilities

**12.4.1** Having more high-quality and safe places to play is a priority for both children and parents, both in terms of physical health and emotional wellbeing. Higher levels of physical activity in such places provide clear health benefits. As with parks, children's play facilities are not evenly distributed through Barnet. The distribution of play provision for children is set out in Map 11. The Assessment identified 49 sites in the borough that provide formal play space for children, this equates to 0.5m<sup>2</sup> of space per child under 15 years.

**12.4.2** Less than half of the parks in Barnet have play provision for children. Overall 54% of Barnet's area is not within 600m of formal equipped areas for play and a significant increase in facilities is required as Barnet's population gets younger. The Assessment highlighted the need to improve access through public rights of way to play areas at Deansbrook Play Area, Fairway Children's Playground and Edgwarebury Park. It also identified 15 open spaces in areas with deficiency that have potential to provide play equipment.

**Map 11: Barnet's green spaces and play areas**



## 12.5 Playing pitches and outdoor sports

**12.5.1** Barnet is relatively well provided for in terms of distribution of playing pitches with 277 pitches covering nearly 160 hectares. There is 0.51 ha of playing pitches per 1,000 residents and almost the entire borough is within 1.2km of a playing pitch. Despite good geographical coverage there is demand for additional provision because of issues related to the quality of the existing pitches (mainly due to poor drainage) and the lack of accessibility. The Assessment identified 13 sites that are not accessible in terms of walking, cycling, bus or rail. This will guide future provision and management of new sports pitches in Barnet.

**12.5.2** The borough is considered to have a good distribution of bowling greens and tennis courts mainly within parks. Provision for basketball and netball courts is concentrated in the west of the borough around Burnt Oak. Further work is required on assessing distribution of these facilities outside of open spaces.

## 12.6 Natural and semi natural space

**12.6.1** Barnet has a rich wildlife resource. Barnet's natural space covers rivers, open water, grassed areas, forest/woodland, natural heath, scrubland, common and wetland. The Assessment identified 743 ha of natural greenspace which has public access including 10 sites that are larger than 20 hectares. The distribution of natural space is set out in Map 12. There is 2.36 ha of publicly accessible natural greenspace per 1,000 residents and as with parks there is a significant variation in distribution between the north and south of the borough.

**12.6.2** 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 British Waterways. As the largest expanse of water in Barnet it provides an important recreational as well as a rich wildlife resource. Access to Welsh Harp will be improved as part of the regeneration proposals for West Hendon. A footpath including two new footbridges will be created around the Reservoir. The Reservoir together with the River Brent, Silk Stream and Pymmes Brook form part of the Blue Ribbon Network for London which has its own set of policies in the London Plan. Policies 7.24 to 7.28 in the London Plan specifically cover the Blue Ribbon Network.

**12.6.3** In line with London Plan standards the majority of the Borough is within 1km of Metropolitan or Borough Grade Nature Conservation sites and 500m of any nature conservation site. The Assessment identified fifteen nature conservation sites that have poor accessibility in terms of walking, cycling, bus or rail and highlighted that access could be enhanced by improved signage.

**12.6.4** Consideration should be given to the need for species to move between different types of habitats along our rivers and streams as well as green corridors. We want to maintain networks of natural habitats by avoiding their fragmentation and isolation and will seek to identify 'missing links'. We will use the Site Allocations document to identify sites where enhanced or new measures to support biodiversity and nature conservation may be supported as part of proposals. Even where no additional open space is being created we will ensure that the development is designed in a way to enable it to replace and enhance biodiversity. This could include green roofs and green facades. Our SPD on Sustainable Design and Construction sets out specific design principles in relation to biodiversity.

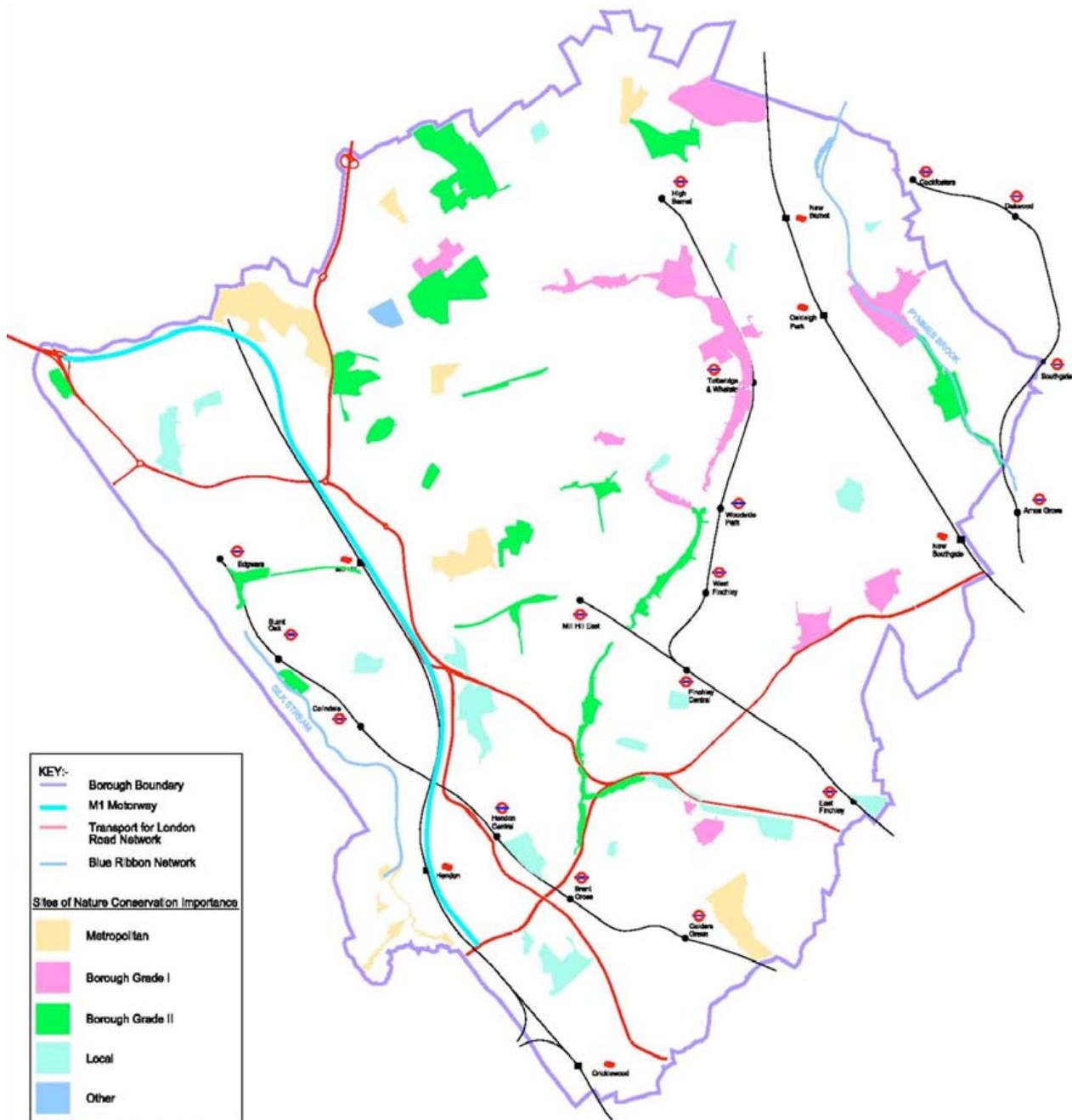
**12.6.5** We will favour the provision of habitat for species identified in the London Biodiversity Action Plan.

## 12.7 Green Infrastructure and the Green Grid

**12.7.1** Our open spaces have to be multi-functional if they are going to meet the needs of our communities. Green Infrastructure can provide 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.

**12.7.2** 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.

**Map 12: Barnet's natural spaces**



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**12.7.3** Preparation of Barnet's Infrastructure Delivery Plan has identified the need to look at development of an integrated borough-wide strategy for delivering green infrastructure in order to make most effective use of all potential capital and revenue funding sources available, particularly in relation to open spaces.

**12.7.4** In the London Plan the Mayor has set out his support for an All London Green Grid and the development of an enhanced network of green spaces that can serve to shape and support sustainable communities, respond to the challenges of climate change and deliver an improved quality of life.

**12.7.5** The Green Grid approach provides a strategic framework for creating, improving, managing and maintaining high quality Green Infrastructure. As a reflection of its topography Barnet will form part of two Green Grid networks – Lea Valley and Finchley Ridge, and Brent Valley and Barnet Plateau. We will work with neighbouring authorities to establish Area Frameworks for these Green Grid Areas. The Frameworks will facilitate planning, management and maintenance of the Green Grid and integrate it within the Local Plan highlighting and accelerating the delivery of key green infrastructure projects. The Frameworks will provide the basis for securing revenue funding to create new spaces and maintain them in perpetuity.

## 12.8 Trees

**12.8.1** Trees are important for their historic and aesthetic values. They also provide habitat, shading, cooling and air filtering. With 36,000 street trees in Barnet, the second highest number in London, they make an important contribution to quality of life. The Mayor wants to utilise Borough Tree Strategies to increase tree cover in London, with 2 million additional trees by 2025.

**12.8.2** The Watling Chase Community Forest forms part of Barnet's green infrastructure. The community forest established in 1991 covers an area of 188 km<sup>2</sup> 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.

## 12.9 Sustainable food production

**12.9.1** Our agricultural land and our allotments may also have potential for sustainable food production which can contribute to our economy and healthier lifestyles as well as reduce the number of food miles between producer and consumer. Barnet provides 6% of London's farmland<sup>30</sup>. The Outer London Commission highlighted that farms have the potential to play a greater role in the economy of Outer London. The Barnet Federation of Allotment and Horticultural Societies lists 46 allotment sites in Barnet providing a total of over 4,000 plots. Allotments are an important asset within Barnet, providing a wide range of benefits including protecting open space leisure and healthy exercise as well as providing healthy low cost food production for communities and the environment.

**12.9.2** We recognise the benefits for health, community cohesiveness and our local landscape from making better use of our land for food growing. We support the Mayor's Capital Growth Initiative to create 2,012 new community food growing spaces in London by end of 2012 and are keen to promote sustainable local food production given our significant and well used allotment holdings and extensive former agricultural lands.



30. The Mayor's Food Strategy, 2006.

## **Policy CS7: Enhancing and protecting Barnet's open spaces**

In order to maximise the benefits that open spaces can deliver and create a greener Barnet we will work with our partners to improve Barnet's Green Infrastructure.

We will create a greener Barnet by:

**protecting open spaces, including Green Belt and Metropolitan Open Land;**

**enhancing open spaces, ensuring positive management of Green Belt and Metropolitan Open Land to provide improvements in overall quality and accessibility;**

**ensuring that the character of green spaces of historic significance is protected;**

**meeting increased demand for access to open space and opportunities for physical activity, by tackling deficiencies and under provision through:**

- securing additional on-site open space or other open space improvements in the identified growth areas including 8 ha of new provision at Brent Cross – Cricklewood, 5.5 ha of new provision at Mill Hill East and 5 ha at Colindale
- improving access to open spaces particularly in North and East Finchley and other areas of public open space deficiency identified by Map 10. We will seek to improve provision in these areas of deficiency with the objective of increasing the area of the borough that has access to district and local parks in accordance with the London Plan criteria
- 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. Standards for new provision are set out in **DM15 – Green Belt and Open Spaces**

- maintaining and improving the greening of the environment through the protection of incidental greenspace, trees, hedgerows and watercourses enabling green corridors to link Barnet's rural, urban fringe and urban green spaces
- protecting existing Sites of Importance for Nature Conservation and working with our partners including the London Wildlife Trust to improve protection and enhancement of biodiversity in Barnet
- ensuring that development protects existing site ecology and makes the fullest contributions to enhancing biodiversity, both through on-site measures and by contribution to local biodiversity improvements; and
- enhancing local food production through the protection of allotments and support for community food growing including the Mayor's Capital Growth Initiative.

### **In supporting new Green Infrastructure we will:**

- set out an approach to improving the network of green spaces within the Green Infrastructure SPD
- as part of the All London Green Grid work with neighbouring authorities to establish Area Frameworks as the basis for identification, creation and management of new green spaces as part of:
  - Lea Valley and Finchley Ridge Green Grid Area
  - Brent Valley and Barnet Plateau Green Grid Area
- reflect the policies and objectives in the Watling Chase Forest Plan when assessing development proposals in the area covered by the Community Forest.

## Key References

- Barnet Sustainable Community Strategy – 2010 – 2020
- Barnet Unitary Development Plan, 2006
- Barnet Unitary Development Plan – Secretary of State’s Direction on Saved Policies, 2009
- Brent Cross, Cricklewood and West Hendon Regeneration Area Development Framework, 2005
- Colindale Area Action Plan, 2010
- Green Infrastructure Guidance, Natural England, 2009
- Infrastructure Delivery Plan
- London Biodiversity Action Plan, London Biodiversity Partnership, 2007
- London – Luton Corridor Prospectus, North London Strategic Alliance, 2009
- London Plan, 2011
- London Regional Landscape Framework, 2010
- Mill Hill East Area Action Plan, 2009
- National Planning Policy Framework
- Open Space, Sport and Recreational Facilities Assessment, 2009
- Sustainable Design and Construction, SPD
- Towards a Level Playing Field, Sport England, 2006
- Watling Chase Community Forest Plan, Hertfordshire County Council, 2001



## 13. Promoting a strong and prosperous Barnet

### 13.1 Business opportunities and economic prosperity

**13.1.1** Knowledge and learning are central to economic growth and competitiveness. Barnet's residents are highly qualified with close to 40% of those of working age being qualified to NVQ4+. These high qualification levels are reflected in the residents' occupational profile, with the vast majority of Barnet's residents working in Managerial and Professional occupations – the knowledge economy<sup>31</sup>. Currently our highly qualified residents commute out of Barnet to access job opportunities in the West End and the City and the wider London region. Increased opportunities for home-working and improved access to local business support services will reduce the need to travel.

**13.1.2** Barnet's future economic growth is projected to be increasingly in service-orientated employment and high level knowledge-based jobs with growing numbers of higher skilled workers in financial, retail, business and professional services. The availability of commercial land and buildings together with investment in transport and housing which allows workers, suppliers and customers to access and be accessed by Barnet's businesses is crucial to economic growth.

**13.1.3** Economic development is defined in the NPPF as development within the B Use Classes, public and community uses and main town centre uses. The NPPF (para 160) requires a robust evidence base to understand existing business needs and likely changes to the market. Plans have to take into account "new or emerging sectors likely to locate in their area. Plans are also required to plan positively for the "location, promotion and expansion of clusters or networks of knowledge driven or high technology industries".

**13.1.4** A number of significant changes within the borough will support economic growth and prosperity over the next 15-20 years. A new economic hub at Brent Cross – Cricklewood will emerge as the "Gateway of North London". The creation of over 20,000 new jobs and a new Metropolitan Town Centre will transform the sub regional economy of north London. The hub will be well connected by new and improved transport links to Central London, including a new station on the Midland Mainline and Thameslink routes. It will form one of the critical nodes on the emerging North West London – Luton Coordination Corridor. Another significant economic node on this growth corridor is Colindale where an Area Action Plan will support planned growth of 10,000 new homes and 1,000 jobs over a 10-15 year period.

**13.1.5** As part of our evidence base we commissioned an Employment Land Review to examine supply and demand for office and industrial floorspace in Barnet. As a town centre use the Town Centre Floorspace Needs Assessment also examined the office market. The distribution of safeguarded employment sites including town centres is shown on Map 9.

### 13.2 Barnet's office market

**13.2.1** Barnet is not considered to be a strategic office location at present. The borough has about 446,000m<sup>2</sup> of office floorspace focused in six major office locations (Edgware, Hendon, Golders Green, and Finchley Church End town centres and The Hyde and North London Business Park) as well as along the major thoroughfares of the A5 and A1000. The majority of office stock is of a secondary nature i.e. above retail or as part of a mixed used development with a predominance of units under 465m<sup>2</sup>. The office stock is not modern; over 60% of office floorspace in Barnet is pre-1970.

**13.2.2** An analysis of office take-up shows most demand coming from small businesses and larger organisations already based in Barnet. Take-up is dominated by leasing transactions for under 232m<sup>2</sup>, including tenants such as small insurance companies, solicitors, building firms and publishers. The dominance of these smaller transactions, means that rents are high on a £ per m<sup>2</sup> basis. Take-up is more healthy than with comparable boroughs such as Harrow suggesting that access to M1 and North Circular Road may account for popularity of small office units.

<sup>31</sup> The knowledge economy is characterised by the rise of professional, managerial and scientific and technical occupations in all sectors – the local futures group – the London knowledge economy – 2006.

**13.2.3** The regeneration of Brent Cross will create a new commercial district including a new office quarter. The Station Quarter at Brent Cross – Cricklewood will form the commercial hub for the new development. It will include approximately 370,000m<sup>2</sup> of office space which would provide accommodation for an estimated 17,000 employees. The predominant use within this zone is business and employment with some retail and other commercial uses at ground floor and some residential at upper levels. The London Plan recognises that Brent Cross – Cricklewood will become a strategic office location which, with its retail offer, will justify designation as an Outer London Development Centre.

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

### **13.3 Barnet's industrial land**

**13.3.1** Barnet's industrial<sup>32</sup> stock totals about 437,000m<sup>2</sup> and is focused on the safeguarded employment sites as shown on Map 9. The quality of stock is assessed below. As with the office stock demand has been local rather than attracting any significant numbers of large 'in-coming' occupiers and take-up is dominated by lease transactions for small space.

**13.3.2** Proposals for Brent Cross – Cricklewood will involve the displacement of existing industrial uses and distribution and warehouse uses. This includes the Claremont Way Industrial Estate. We will work with developers to ensure that such uses receive assistance in relocating. Provision for relocation of the waste transfer facility and rail freight facility together with business, industrial and warehouse and distribution uses will be made on the land bordered by the A5 and Midland Main Line railway (as identified in the Brent Cross – Cricklewood Development Framework).

### **13.4 Future employment growth**

**13.4.1** Based on predicted employment growth of between 12 and 17% between 2009 and 2026 the Barnet Employment Land Review has, using employment land densities and employment plot ratios, converted growth into a demand for land of 13.4 (157,000m<sup>2</sup>) to 13.5 ha (161,000m<sup>2</sup>) between 2009 and 2026. To meet this additional demand we will direct new business development to Brent Cross – Cricklewood and then to the regeneration and development areas of Colindale and Mill Hill East. There is capacity for the forecast level of provision to be exceeded, subject to market conditions over the plan period. We anticipate that smaller scale business development will also be attracted to our town centres.

### **13.5 Safeguarding of employment land**

**13.5.1** The Employment Land Review identified 18.8 ha of land that forms recognisable clusters of employment uses in Barnet and assessed whether this land is fit for purpose, accessible and marketable. The assessment considered that 36% of employment land was fit for purpose and should be safeguarded, a further 61% was considered to also justify safeguarding as locations where employment uses remain viable but may require refurbishment and improvement to retain future employment. The dominance of small occupiers in Barnet means that there is a strong case to safeguard those sites which would appear to meet local demand. The clusters that scored poorly tended to be on constrained sites in predominantly residential areas. Only 3% of land was considered worthy of release for alternative uses.

**13.5.2** The Mayor's Supplementary Planning Guidance on Industrial Capacity (March 2008) sets out a framework for planning, monitoring and managing surplus employment land in London over the next 20 years. Barnet is classified as a borough that is suited to limited transfer of designated employment industrial sites to other uses. Our approach is therefore to safeguard and support those locations that are capable of addressing the needs of modern business. DM14 New and Existing Employment Space sets out more detail on the safeguarding of employment sites.

32. Industrial land comprises light industry, research and development, general industry, storage and distribution.

## 13.6 Supporting local business

- 13.6.1** In order to develop a sound understanding of local economic conditions to inform strategies and strengthen the economic role of local authorities we are required to produce a Local Economic Assessment. This will provide an update to the evidence produced as part of the Employment Land Review.
- 13.6.2** Levels of self-employment in Barnet are high. The rate of self-employment reached 15.9% in 2010, compared to 10.8% in London<sup>33</sup>. Barnet has traditionally had a high level of entrepreneurship with significantly higher levels of VAT registrations than most adjoining Boroughs and comfortably higher than comparable outer London Boroughs (SQW study 2006) The survival rate of VAT- based businesses is similar in Barnet as in London as a whole: 22% of businesses have traded for less than 2 years and 36% for at least 10 years<sup>34</sup>.
- 13.6.3** Self-employment is a work pattern usually associated with creative industries such as leisure software, music and performance, fashion and advertising. The creative industry sector although not as significant in size as finance and business services does exhibit a need to cluster around town centres and access generic business support as well as start-up and specialist accommodation. Research by GLA Economics reveals that Barnet is home to over 2,000 firms engaged in creative industries, one of the highest levels in Outer London. The Arts and Creative Industries in North London – Strategy and Action Plan 2006 -2012 identified clusters in the southern and eastern halves of Barnet with a particular focus on North Finchley town centre.
- 13.6.4** We are developing a better insight into the experience of businesses in Barnet, particularly in our town centres, and we will continue to use S106 planning obligations imaginatively to support local business. In order to support small and medium-sized enterprises in Barnet and enable them to be more aware of, and bid for, local construction contracts we employ a ‘Business Links Officer’, funded by contributions from S106 towards employment and skills needs.

- 13.6.5** Providing affordable and flexible workspace helps small to medium businesses, particularly home-workers in the knowledge economy and those engaged in creative industries, to continue their valuable contribution to Barnet’s prosperity. As well as safeguarding existing employment sites we will encourage the provision of employment floorspace, particularly in town centres, to meet the changing needs of modern business. Through S106 on new development we will ensure the provision of affordable premises such as enterprise hubs / innovation centres that are flexible and attractive to home-workers and small businesses. Such facilities can provide access to services and business advice which would otherwise be beyond their resources. Providing a range of facilities in the borough will enable start-ups as well as existing businesses to grow and prosper within Barnet. Our SPD on Contributions to Enterprise, Employment and Training<sup>35</sup> provides guidance on when and how we secure new provision for affordable workspace.
- 13.6.6** We also need to be more flexible with regard to the temporary re-use of vacant premises, such as shops and offices, particularly in our town centres. Such accommodation can provide short term opportunities for enterprise and should provide opportunities for the creative industries to cluster and bring added value and activity to town centres.

## 13.7 Further and higher education and skills training

- 13.7.1** Barnet aims to be recognised as the home of a leading university with an international reputation. Middlesex University is relocating its dispersed academic programmes from other sites to its main campus at Hendon. New state-of-the-art teaching, learning resource centre and research facilities are being developed alongside its existing buildings. Middlesex University has a vital role to play in providing higher educational opportunities at its Hendon Campus and in supporting local businesses through applied research and consultancy, including Knowledge Transfer Partnerships<sup>36</sup>, and supporting small and medium enterprise start-ups and incubator units.
- 13.7.2** We also work in partnership with Barnet College and new facilities are on site in Chipping Barnet and planned for Colindale as part of the regeneration of that area.

33. State of the Borough Report – 2011.

34. Understanding Barnet and its Economy – 2009.

35. See timetable for production in LDS.

36. Knowledge Transfer Partnerships involve collaborative projects for carrying out research or developing products.

**13.7.3** Although many of Barnet's residents are employed in highly skilled jobs that contribute to London's knowledge economy and have above average qualifications, it is important that there is a range of local jobs that suit different levels of skills and abilities. The types of service jobs found in Barnet can usually provide flexibility so that people can work part-time or from home.

**13.7.4** The London economy is likely to become more reliant on high levels of skills and knowledge-based competencies. We need to enhance the levels of skill and qualification attainment among residents, in order to respond to the ongoing industrial and occupational shifts and fully exploit emerging initiatives within Barnet. We will work with local businesses, developers and partners to drive forward Apprenticeships and work programmes in the borough.

**13.7.5** Although in Barnet the percentage of working age population with little or no skills (7%) is well below the national average of 14% this is not evenly spread. Within Burnt Oak Ward 46% of the population has low or no qualifications. Tackling worklessness is an important issue within Barnet and we recognise the need to create a pathway to sustainable employment. Research by GLA Economics states that the main barriers to accessing work are:

- poor access to job opportunities
- lack of basic employability skills
- employer attitudes including discrimination and
- specific barriers such as childcare costs.

Within Barnet there are some pockets particularly on the western side where residents have qualification and skills gaps. Without action such residents may not benefit from the job opportunities being created by new development.

**13.7.6** Although the proportion of 16-18 year olds in Barnet not in education, employment or training (NEET), is lower than national levels it accounts for nearly 1 in 20 of that age group. In terms of getting NEET young people job ready an Employer Engagement Strategy for Barnet is being developed and ongoing links with employers have continued to be strengthened through the Education Business Partnership. Through S106 planning obligations we will seek to overcome barriers to accessing employment in Barnet by increasing opportunities for training for residents providing them with the skills to access the forecast increase in jobs.

**13.7.7** Key partners in the Borough, including the council, Barnet College, Middlesex University, Job Centre Plus, and CommUNITY Barnet, have formed the Skills Development and Employability Group to progress the skills development agenda. Our approach will be driven by the aims to:

- close the deprivation gap by reducing the persisting impacts of worklessness and skilling up our less enabled residents, particularly those who are most vulnerable so that they become work ready and independent; moving into employment and becoming less reliant on public services
- maintain our competitive position and invest in future economic growth in the borough by ensuring our residents have the right skills to meet employer needs and to compete for the new job opportunities coming to the borough, particularly in the west of the borough
- increased prosperity and economic opportunities for local businesses, particularly our priority town centres and recognising the borough's enterprising nature and high proportion of Small and Medium Enterprises (SMEs).

**13.7.8** We are working with development partners across all of the regeneration projects to identify what skills sets are required and also encouraging the use of local labour. Section 106 agreements for each of the regeneration schemes require the development of an employment and training strategy for the area, including apprenticeships and training in areas such as construction. The employment and training strategies are developed in consultation with the member partners of the Skills Development and Employability Group. We will also continue to support the Construction Training Initiative operated by Notting Hill Housing Trust in order to help our unemployed residents develop the essential skills that developers will require in delivering new housing in Barnet. The SPD on Contributions to Enterprise, Employment and Training provides further details on increasing opportunities for training.

## Policy CS8: Promoting a strong and prosperous Barnet

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

### We will support Barnet residents in accessing work by:

- delivering 1,500 new jobs in our growth areas of Colindale and Mill Hill East by 2021 and a total of 20,000 new jobs in Brent Cross-Cricklewood by 2026;
- attracting business growth as part of Brent Cross – Cricklewood with further provision in the other growth areas and town centres to meet the forecast demand for business space of 13.5 ha (161,000m<sup>2</sup>) by 2026;
- requiring major developments to provide financial contributions and to deliver employment and training initiatives in consultation with the Skills Development and Employability Group;
- working in partnership with the Skills Development and Employability Group in delivering the skills agenda required for a growing borough in a successful London suburb.

### We will support businesses by:

- safeguarding existing employment sites that meet the needs of modern business in accordance with **Policy DM14 New and Existing Employment Space**;

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

### We will support providers of further and higher education by:

- encouraging the provision of new and improved facilities within Barnet; and
- encouraging the provision of further and higher education programmes, skills training and continuing professional development programmes, business support initiatives and applied research.

## Key References

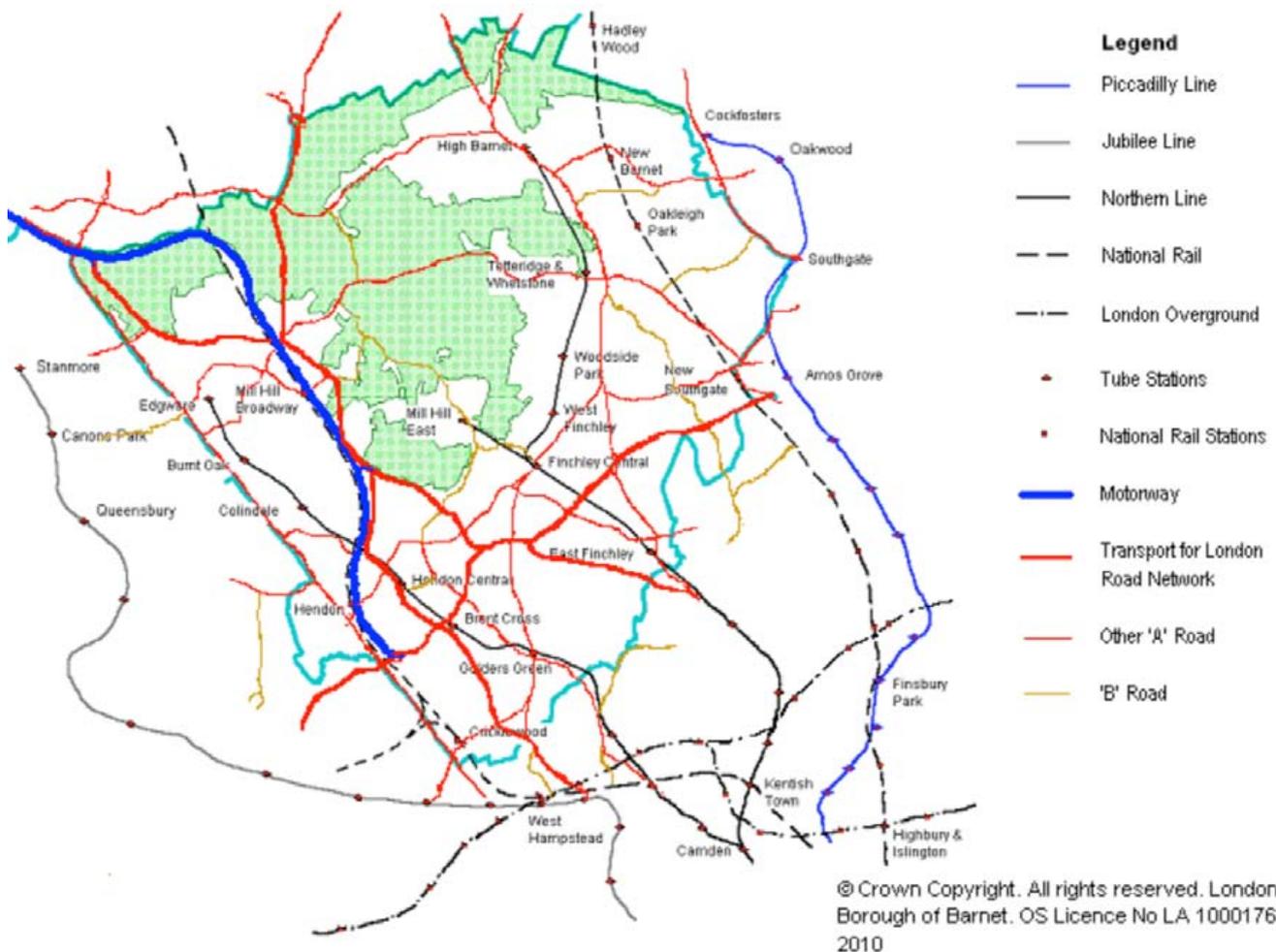
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- London Plan, 2011
- Mill Hill East Area Action Plan, 2009
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- Skills Development Plan
- State of the Borough Report
- Town Centre Floorspace Needs Assessment, 2009
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## 14. Providing safe effective and efficient travel

**14.1.1** One of the key purposes of Barnet's Core Strategy is to ensure that the high quality of the borough is preserved whilst at the same time ensuring that the anticipated growth of this London suburb can be achieved and remain successful through the delivery of the necessary social and physical infrastructure. Barnet considers that it is crucial to match everyone's needs to transport provision at lowest cost whilst improving safety and maintaining freedom to move. Providing effective and efficient travel services and facilities across the borough is essential to delivering successful growth in Barnet, which will help ensure that economic prosperity is maintained and enhanced.

**14.1.2** Our Sustainable Community Strategy has highlighted that according to the 2008/09 Place Survey residents are most likely to say that the level of traffic congestion and road and pavement repairs are the most important issues that require improvement in their local area.

**Map 13: Transport links in Barnet**



## 14.2 Getting around Barnet

- 14.2.1** Barnet residents make 914,000 trips per day, travelling in total nearly 4.7 million kilometres (kms). This represents 5% of all trips in London and each person makes 3.1 trips per day and travels 15.7 kms, compared to the London average of 2.6 trips and 14.9 kms respectively. Shopping and personal business each account for 29% of trips, followed by work and education, at 21% and 12% respectively. Over half the journeys made are wholly within the borough (52%), 11% are to Enfield, Haringey and Waltham Forest, 32% to other places in London and 5% to locations outside London.
- 14.2.2** Map 13 shows that the borough is well served by public transport for radial travel. As well as underground and national rail services into Central London it has a network of bus services, which in some cases provide high frequency services on multiple routes along radial corridors, such as the A5, A41/A502 Brent Street, A109 and B550 Colney Hatch Lane.
- 14.2.3** The borough has high levels of car ownership and as a suburban location is reliant on the car for many necessary journeys, nevertheless many residents use public transport. The car is the dominant transport mode in outer London and will remain so for the foreseeable future. Half the trips made by Barnet residents are by car and motorcycle. Nearly 80%<sup>37</sup> of our residents live in households with a motor vehicle, yet 62% use public transport at least once a week with one third using it daily. Whilst many residents choose to commute by public transport (41% of journeys to work<sup>38</sup>), there is clearly a strong desire to own and use a car for other trip purposes, particularly in the more outer suburban areas of the borough.

## 14.3 Barnet's road network

- 14.3.1** Barnet is a growing borough and the population is forecast to increase by 14% by 2026. Poor transport accessibility and barriers to movement are major inhibitors to growth and investment in radial links is a priority including to existing town centres which themselves require improvement. There are significant issues with many radial and other links across Barnet and we are exploring opportunities for improving these as part of our regeneration schemes and through long term approaches to improving strategic transport infrastructure. There are significant anticipated increases in movement in Barnet's regeneration and development areas which will require investment in highway infrastructure as well as access improvements to existing public transport interchanges, for example, within the Brent Cross Cricklewood (BXC) and Colindale regeneration areas. Major improvements are also required on the strategic road network, especially the A406 (North Circular Road) at Staples Corner, Henly's Corner and Golders Green Road junctions. While the Staples Corner scheme will be delivered as part of the BXC regeneration, the other major improvements are envisaged to take place beyond the 10 year life of the TfL Business Plan (2021). Securing all possible external funding is and will be a priority.
- 14.3.2** Currently 49% of trips are by car as driver or passenger<sup>39</sup> and as shown by Map 14 traffic congestion is particularly acute along the A5 corridor and on the A1, A598, A1000, A41 and A406 North Circular Road, the significant east-west link in north London.
- 14.3.3** Packages of investment to reduce delays to all road users are being pursued through partnership working with key stakeholders such as TfL and major developers for the regeneration schemes, and through securing Local Implementation Plan (LIP) and other funding for particular measures. Further details of these improvements are set out in Barnet's Infrastructure Delivery Plan. A more comprehensive improvement at Henly's Corner beyond that of the currently proposed TfL scheme is seen as essential to securing the long term growth and prosperity across Barnet.

37. Barnet residents' survey 2007 – 78% of residents have a motor vehicle in the household. 62% use public transport at least once per week – 33% use it daily.

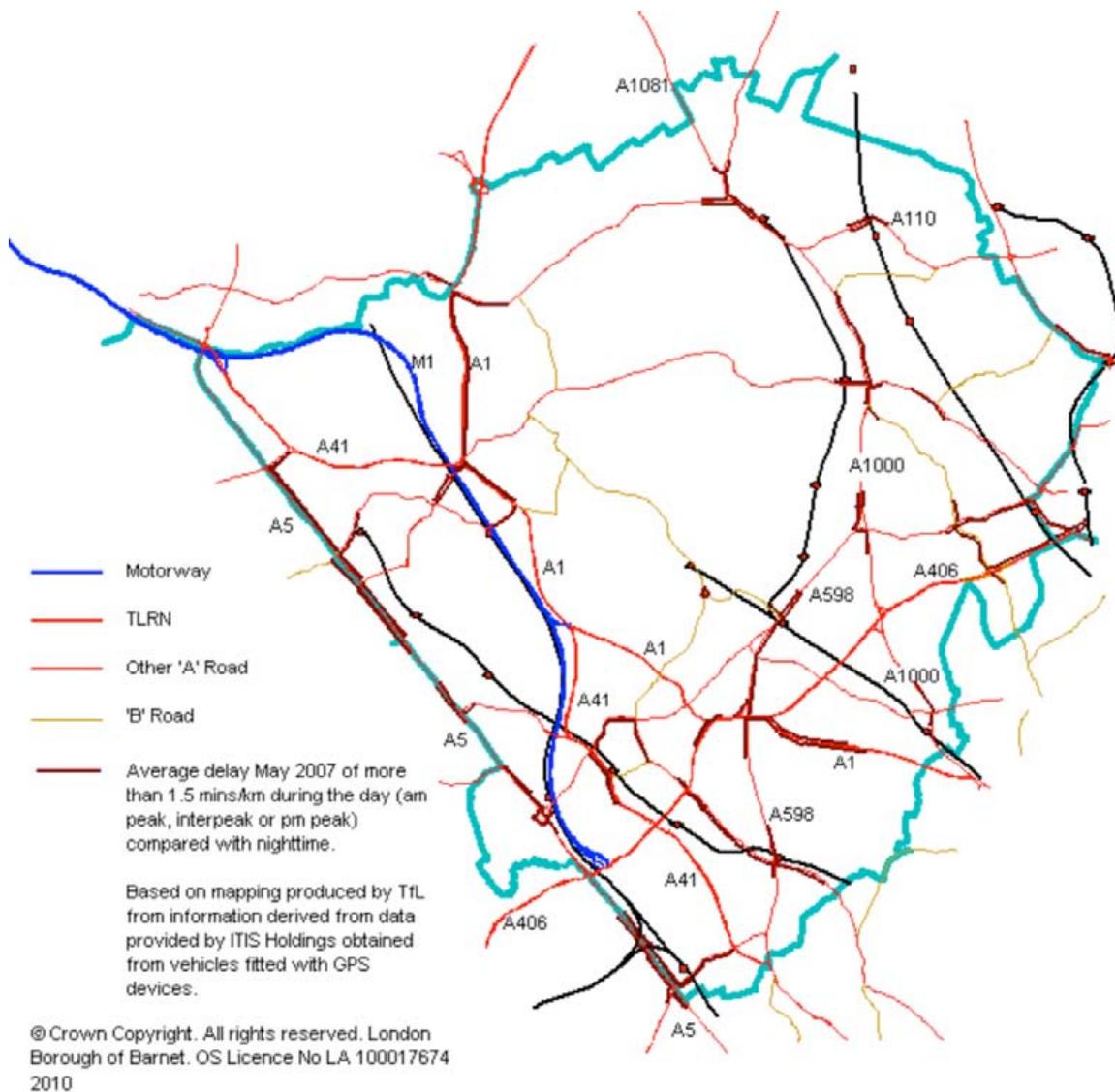
38. 2001 Census – usual travel to work excluding those working mainly at or from home.

39. London Travel Demand Survey (2007-2009 Combined Household Survey database) as reported to the borough in MTS IMPLEMENTATION TARGETS – DATA REPORTS 2008 (2008/09) (Nov 2009).

**14.3.4** In producing the London Plan the Mayor recognised that in setting car parking standards (Table 6.2) he sought a parking regime which balances the environmental desirability of reducing car use with the need to provide attractive viable development in town centres, while recognising that many people will continue to travel by car, particularly in Outer London.

**14.3.5** Our approach to parking provision is to accept the need for management and restraint, but to apply it carefully and appropriately, and in all cases reflecting local circumstances. Parking standards in new developments will vary across the borough to reflect the transport, particularly the public transport, accessibility of individual locations. DM17 Travel Impact and Parking Standards contain a degree of flexibility with the intention that car parking provision will reflect the needs and travel habits of our residents and businesses and appropriate development-related new transport infrastructure will be provided.

**Map 14: Traffic congestion hotspots in Barnet**



## 14.4 Barnet's public transport network

**14.4.1** Public transport trips make up some 20% of journeys by Barnet residents (11% by bus, 7% by underground and 2% by rail, with taxi contributing a further 1%).

**14.4.2** Map 13 shows the rail services that Barnet residents use. Underground rail services in Barnet and on its borders (Northern and Piccadilly Lines) are key to public transport provision as they provide direct connections to central London. First Capital Connect provides rail services on the Thameslink Line and on the Great Northern route.

The council is supportive of the principles of Step Free Access at all rail stations in the Borough and strongly supports the Thameslink Upgrade programme. Barnet also welcomes the ongoing improvements to the Northern Line and would not want to see any downgrading of it in the future.

**14.4.3** The bus is an element of the public transport network in Barnet. The network as shown by Map 15 is focussed on moving people on the radial corridors (paralleling the Northern Line). In general bus journeys in Barnet are slower than car journeys, even when the time taken to park is taken into account.

**Map 15: Barnet's bus network**



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**14.4.4** Through ongoing regeneration in the North West London – Luton Corridor, particularly in the vicinity of Brent Cross Cricklewood (BXC) and Colindale regeneration areas, and around development opportunities presented by public transport nodes such as Finchley Central and Edgware we are seeking to deliver improved public transport services and facilities. Improved bus provision (in terms of configuration as well as capacity) will have to play a key role in meeting the transport needs of current and future residents (up to 374,000 by 2018 from 335,000 in 2008, and to 421,000 by 2031, a 30% increase from 2006). A number of new and extended bus services are being pursued through the BXC and Colindale regeneration schemes, including better links between the two areas.

## **14.5 Walking and cycling in Barnet**

**14.5.1** Walking is an important mode of travel for short journeys (29% of all trips<sup>40</sup>), and Barnet's network of town centres makes walking a convenient way for many residents to access services in the borough. Levels of walking are already at or above average for Outer London boroughs. Cycling tends to be limited (1%), at least in part due to the topography of Barnet and its rolling landscape of valleys and ridges. There is a good network of cycle routes signed along quiet roads, and some good off-road routes across the borough.

**14.5.2** Section 12 and Policy CS7 – Enhancing and Protecting Barnet's Open Spaces identify a number of existing off road recreational routes through green spaces and refer to work to develop Area Frameworks as part of the All London Green Grid. This work will incorporate proposals for the existing strategic walks and for other links including cycling routes that will provide a basis for securing funding to develop and improve these.

## **14.6 Promoting active travel and improving health**

**14.6.1** The upward trend in obesity is seen as the result of a combination of factors such as a less active lifestyle and changes in eating patterns. Section 16 and Policy CS11 – Improving Health and Well Being in Barnet consider health in general, but transport can impact on health in a number of ways. We will work with partners on locating health services where access can be improved, particularly for those vulnerable groups with physical or sensory impairment. Active travel through walking and cycling can play an important part in increasing levels of activity to address poor health. Good quality walking surfaces and off road cycle routes can make walking or cycling an attractive option for some people, including children on their way to and from school, who would otherwise be unable to take advantage of them. This approach can help tackle childhood obesity.

**14.6.2** Poor air quality, which is concentrated around major roads in Barnet, has particular impacts on the health of people suffering from cardiovascular and respiratory diseases. Section 18.11 sets out what we are doing to improve air quality.

**14.6.3** Road traffic accidents and pedestrian injuries from trips and falls usually impacts on health. Para 14.8.9 sets out what we are doing to improve safety for all road users.

## **14.7 Investing in infrastructure**

**14.7.1** Despite having the fourth highest housing target in the London Plan (22,550 new homes between 2011 and 2021) Barnet does not benefit from the levels in public transport investment seen in other parts of the capital, such as the Olympic sites, Crossrail and Central London. We therefore take a realistic approach towards use of the car, public transport, walking and cycling based on sound evidence including our accompanying infrastructure delivery programme, planned improvements in the TfL Business Plan and Network Rail's Thameslink Enhancement Programme which is strongly supported. We are also pursuing innovative models of financing significant transport improvements including tax incremental models.

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40. London Travel Demand Survey, 2006-09 as reported in Developing a Sub-regional Transport Plan Interim report on challenges & opportunities 18/02/2010 – TfL planning.

**14.7.2** 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. Nevertheless the reallocation of road space from general traffic to specific modes is an alternative that has been adopted, such as along the A5 corridor. Increased priority for public transport helps make it more attractive, but does so at the risk of further increasing congestion and can displace traffic elsewhere on the highway network to less appropriate routes. This is contrary to Barnet's approach which is to ensure that traffic uses appropriate routes, and in particular that through traffic uses the main road network. Any need for additional bus priority measures will therefore be carefully considered by the council.

**14.7.3** Given the existing transport issues outlined above, our four inter-related and complementary transport priorities to provide effective and efficient travel in Barnet are:

- **Ensuring more efficient use of the local road network;**
- **Taking a comprehensive approach to tackling the school run;**
- **Delivery of high quality transport systems in regeneration areas; and**
- **More environmentally friendly transport networks.**

**14.7.4** As part of our evidence base for the Local Plan and the LIP further work has been undertaken to develop these priorities into a comprehensive approach to improving transport in Barnet, as set out below. Barnet considers it is at the forefront of suburban transport policy and will engage where others wish to benchmark against the Barnet approach. We will also consider adopting the approaches of others where proven to work elsewhere and, crucially, be applicable to Barnet.

**14.7.5** A borough-wide Transport Review has assessed the likely level of traffic up to 2031 on key routes in Barnet, delays at junctions and crowding levels on the underground and overground rail networks. The Review has utilised the North London Highway Model developed by Transport for London to support the Mayor's Transport Strategy, the Sub Regional Transport Plans and the work of the Sub Regional Panels. Rail and tube crowding information has been derived from TfL's Londonwide Railplan model. This has also utilised information from analysis undertaken as part of the major regeneration projects. Taken together this helps ensure that the Barnet Local Plan is robust.

## **14.8 Ensuring more efficient use of the local road network**

**14.8.1** Without large scale capital investment in new capacity we have to make better use of the existing road network. Complementing the other elements of our approach we have prioritised the reduction of congestion, the main concern of Barnet residents, and welcome the Mayor of London's proposals to smooth the flow of traffic. Tackling the causes of peak hour congestion will help to make the local road network operate more efficiently for all road users. We will work with TfL to proactively review the existing traffic signals with the aim of rationalising their provision where they are no longer needed or where there are clear benefits in doing so, and removal is a safe and practicable option, for example by replacing pelican crossings with zebra crossings. Moreover, any new traffic signals will only be introduced as part of new developments on an exception basis, justified on road safety grounds and/or to reduce congestion at key locations where traffic is becoming increasingly delayed in peak periods.

**14.8.2** We will continue to invest in improvements to the condition of roads and footways in the borough, and seek developer contributions towards this where appropriate. Maintenance and utility work can have a serious impact on the transport network, so we will continue to work hard to co-ordinate such activity and minimise the impact on all road users. We will also continue to ensure that construction related traffic is effectively controlled through the requirement for developers to adhere to Construction Management Plans.

- 14.8.3** Barnet's road network is classified within a hierarchy based on the functions each type of road provides to road users and adjacent land uses. The council will seek to ensure that roads are used appropriately according to their status in the defined hierarchy, as set out in Policy DM17 Travel Impact and Parking Standards.
- 14.8.4** Barnet continues to seek through development management work to ensure that appropriate enhancements are made to the affected road network in order to accommodate the new users, whilst at the same time helping to address existing pinch-points, particularly in regeneration areas including BXC, Colindale, Mill Hill East, Stonegrove and West Hendon. Examples include A406 junctions with the A5, M1 and A41 as part of BXC, A5/Colindale Avenue junction improvement as part of Colindale, various new and improved junctions in the Mill Hill East area, Canon's Corner roundabout improvements in Stonegrove and A5 on-line improvements and removal of the Perryfield Way gyratory system as part of West Hendon.
- 14.8.5** Parking is also key to ensuring that the road network is used efficiently and Barnet will continue to manage a parking regime for new developments which recognises that many residents will continue to own and travel by car. Complementing the use of car clubs which can be successful in suburban locations and which are starting to appear in Barnet, we will seek appropriate parking ratios in locations with the highest public transport accessibility, chiefly in town centres and regeneration areas. On street parking management and controls will continue to be applied appropriately taking into consideration local conditions and issues, and to ensure the free flow of traffic, and although there will be a presumption against any new controlled parking zones (CPZs), the exception to this will be in areas close to major developments and Regeneration areas where existing controls are likely to be reviewed and additional measures may be introduced to protect the adjacent communities.
- 14.8.6** With increased on-line services and growth of home based workers, combined with more flexible working practices, we expect the pattern of commuter travel to change further as more people are able to travel outside the busiest times. In accommodating a change from the conventional 'Monday to Friday, 9 to 5' pattern we are supportive of improved e-infrastructure and access to business services and managed workspaces in town centre locations that may come forward as part of planning applications. The council is leading by example with flexible working policies and equipping staff to enable them to work remotely.
- 14.8.7** To help improve the efficient use of the Barnet road network we will work with TfL on improving the local bus network, with the aim of more closely and efficiently matching demand and capacity, and in particular seek to ensure that buses use appropriate roads and do not impact unduly on residential streets. We will also seek a review of the night bus network and to provide appropriate facilities for coaches, private hire vehicles and taxis.
- 14.8.8** Safety of the road network also remains a major priority. Accident rates in Barnet have fallen dramatically since 2000 (136 people were killed or seriously injured in road traffic accidents in the borough in 2008 compared with 261 in 2000<sup>41</sup>) but the rate of decline has now slowed. We will continue, to monitor the levels and types of accident on the borough's roads and develop local road safety solutions to target particular safety issues and locations with high numbers of personal injury accidents.
- 14.8.9** In managing our streets, town centres and transport hubs as well as in new developments we aim to provide secure and attractive surroundings that will invite residents and visitors to use local facilities. We will seek to ensure that any new transport interchanges are designed to help address personal safety issues and reflect the principles of Secured by Design and that well maintained streets and town centres with convenient road crossing facilities allow pedestrians to move around safely.

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41. London Travel Demand Survey, 2006-09 as reported in Developing a Sub-regional Transport Plan Interim report on challenges & opportunities 18/02/2010 – TfL planning.

## **14.9 Taking a comprehensive approach to tackling the school run**

**14.9.1** We have identified the school run as a key factor in contributing to peak hour congestion (accounting for approximately 30% of car trips by Barnet residents in the AM peak) which negatively impacts on the council's ambition of keeping Barnet moving. Action is required to manage peak period travel if worsening transport network conditions are to be avoided and we will continue to take positive action in this area centred around our work with schools to develop and implement progressive school travel plans.

**14.9.2** We will ensure that School Travel Plans (STPs) in Barnet are both monitored and effective and that if necessary remedial measures are taken if targets are not met, and encourage the dissemination of good practice among the borough's schools. Barnet has been very successful in starting to address this major issue, achieving a 12% reduction in the numbers of pupils driven to school. Barnet is a comparatively safe borough and parents and guardians concerns about child safety are largely unfounded (nearly 2% of accidents in London, which involved the death or serious injury of a child, happened in Barnet in 2009). However much more remains to be done and some STPs are only partly adhered so we will prioritise this area of work. In particular we will take more direct action through seeking to increase the availability of funding to implement complementary traffic management improvements in the neighbourhoods around our schools including taking 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.

## **14.10 Delivery of high quality transport systems in regeneration areas and town centres**

**14.10.1** Barnet's aspirations for consolidated growth are set out at CS1 (Barnet's Place Shaping Strategy – the Three Strands Approach), CS3 (Distribution of Growth in Meeting Housing Aspirations), and CS 6 (Promoting Barnet's Town Centres). Development along the North West London to Luton Corridor, provides opportunities to deliver high quality transport improvements in a planned and structured manner, and closely co-ordinated with other transport authorities, including adjacent boroughs. The Major growth areas in the Borough are at various stages of the planning process and are supported by their associated Area Action Plans, Development Frameworks, Transport Assessments, Travel Plans, negotiated planning (S106) and highway agreements, planning conditions and delivery plans. These demonstrate how these mixed use developments, 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 we will continue to require Transport Assessments and Travel Plans as set out in DM17 Travel Impact and Parking Standards. Through detailed assessment work for the approved Area Action Plans in Colindale and Mill Hill East, and through the Transport Assessment for BXC we will continue to ensure that transport capacity is closely aligned with the predicted demand. Concentrated mixed use development is generally being sought that will help reduce the need to travel longer distances.

**14.10.2** A sponsored project, building on the "London to Luton corridor Prospectus", is planned to ensure all relevant authorities work together on a co-ordinated and focused approach to the A5 corridor. Barnet is also considering the possibility of a high quality bus scheme along the A5.

**14.10.3** Expected traffic movements in these growth areas have resulted in investment being pursued for access improvements to existing public transport interchanges to help achieve a step change in the public transport accessibility level. For example, within the BXC, Colindale and Mill Hill East regeneration and development areas, where the relevant bus, train and tube stations are all planned to be improved. Work to date has also highlighted the need for improvements on the strategic road network, especially the A406 (North Circular Road), A5 and A401 including Staples Corner interchange for A5 / A406. Major upgrades to the Thameslink rail corridor and the Northern Line are programmed. At BXC 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.

**14.10.4** A number of well served town centres, such as Edgware, Golders Green and Brent Cross Shopping Centre are already public transport hubs and there are opportunities to increase the density of activity within these centres so that people can access local services by various means of transport. At BXC in particular the regeneration scheme includes a new bus station at the Shopping Centre, many new and enhanced bus services, including better bus links between BXC and Colindale and neighbouring boroughs, a bus-based rapid transit system, improvements at the existing Brent Cross tube and Cricklewood train stations and a new railway station on the midland mainline with many passengers expected to reverse commute and arrive in the 'contra-peak' direction, from Central London in the morning, helping to utilise spare rail capacity.

**14.10.5** Planned development and enhancement programmes in town centres will provide opportunities to improve the public realm, public transport service and interchange, short-trip making via walking, parking and servicing arrangements and, particularly, accessibility; helping to make town centres more attractive places to visit. Town centres are also prime locations for enhancement and new development opportunities are being explored through Town Centre Frameworks and other planned approaches as set out in Policy CS6 – Promoting Barnet's Town Centres.

**14.10.6** The individual Town Centre Frameworks will identify opportunities to enhance the public realm and improve accessibility for all users and will seek to support the provision of a wide range of shops and services to meet the needs of diverse local populations. The Frameworks will create a strategy, which promotes and maximises existing and future movement opportunities including public transport and pedestrian and cycle connections. Public realm enhancements should be informed by English Heritage's publication 'Streets for All – A Guide to the Management of London's Streets'.

**14.10.7** The Frameworks should act as the basis for the preparation of detailed transport mitigation proposals likely to be required in association with future redevelopment proposals within the Priority Town Centres. These proposals should be based upon the outputs of an area wide transport model. These will be delivered through Community Infrastructure Levy (CIL), S.106 and other contributions from development.

**14.10.8** We support measures to efficiently and effectively manage freight activity arising from new development and existing buildings. Delivery & Servicing Plans are intended to improve the safety and reliability of deliveries, help reduce congestion and minimise costs and impact. Consolidation Logistics Plans are intended to effectively manage all types of construction freight vehicle movement.



## 14.11 More environmentally friendly transport networks

**14.11.1** Traffic is a significant contributor to poor air quality in Barnet with the highest levels of oxides of nitrogen and particulates concentrated around major roads. 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 our regeneration areas and by comprehensively tackling the school run. In our SPD on Sustainable Design and Construction we set out generic design and construction principles in order to reduce the contribution of travel to our carbon footprint. Major improvements such as the Thameslink and Northern Line upgrade programmes and the new mainline rail station at Brent Cross will also have a significant positive impact.

**14.11.2** However with the car remaining the most dominant form of travel in outer London, then the way in which they are powered needs to be made more efficient, using fuels which are less polluting, particularly in terms of carbon emissions. For electric vehicles to become more popular, infrastructure will be required to allow such vehicles to be recharged. We are keen to encourage greater numbers of electric vehicles to help keep Barnet moving while minimising emissions and recognise that although some people will have access to off-street parking at home there will be a need for charging facilities in public places. We await new legislation permitting the installation of charging points on-street. In the meantime we are ensuring that the private sector funds the necessary infrastructure where this can be achieved and support the implementation of charging points within private areas of new and existing developments.

**14.11.3** Travel planning associated with major developments also has a role to play in this priority. At BXC for example the developers have submitted a framework travel plan for all land uses as part of the outline application which includes mode split targets for each of the seven proposed phases of development, and the council has established a management regime to ensure that the developer monitors the actual mode split and phases of development can only come forward if the targets are being met or additional transport measures are proposed to ensure as far as possible that the mode split targets are met.

**14.11.4** Efficiencies in the freight sector can also contribute to a reduced need for travel and in turn reduce CO<sub>2</sub> emissions. These can be achieved by the promotion of Freight Quality Partnerships, Delivery and Servicing Plans, Construction Logistics Plans and Consolidation Centres which form part of the applications for many of our major sites and regeneration schemes, notably at Brent Cross. Freight Quality Partnerships are voluntary partnerships between the Freight Industry, its customers, local authorities, and other stakeholders who meet regularly with the aim of developing an understanding of local distribution issues and promote constructive solutions, reconciling the need for access for goods and services with environmental and social concerns.

**14.11.5** 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 our Site Allocations DPD.



## Policy CS9: Providing safe, effective and efficient travel

We will promote the delivery of appropriate transport infrastructure in order to support growth, relieve pressure on Barnet's transport network and reduce the impact of travel whilst maintaining freedom and ability to move at will.

We will ensure that new development funds infrastructure (through Community Infrastructure Levy (CIL), Section 106 and other funding mechanisms) that enables Barnet to keep the existing traffic moving and cope with new movements both by all modes of transport.

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

- In order to enable traffic to flow more smoothly we will prioritise the reduction of congestion, including through encouraging trips to route according to the road hierarchy, the implementation of development related schemes that also address pinch-points, a review of traffic signals, parking management measures and more efficient freight movements
- We will continue to invest in improvements to the condition of roads and footways in the borough to ensure that the local road network operates efficiently and safely, and seek to improve co-ordination of maintenance and utility works
- We will continue to manage a parking regime which recognises that many Barnet residents will continue to own and travel by car
- We will work with TfL to review and improve the bus network
- We will continue to make travel safer and more attractive by improving street lighting, security coverage and accessibility at transport interchanges and around bus stops as well as delivering, where resources permit, targeted local safety schemes.

### Taking a comprehensive approach to tackling the school run

- We will seek to improve the effectiveness of our School Travel Plans to achieve a greater reduction in car based journeys and increase levels in walking and cycling to and from school
- We will implement complementary traffic management schemes outside schools, including preventing pupil parking

### Delivery of high quality transport systems in regeneration areas and town centres

We will ensure that development is matched to capacity and promote key transport infrastructure proposals in our town centres and regeneration areas to support Barnet's growth, in particular we will:

- **CS1 (Barnet's place shaping strategy – the Three Strands Approach), CS3 (Distribution of growth in meeting housing aspirations), and CS 6 (Promoting Barnet's town centres)**
- ensure major planning proposals incorporate Transport Assessments, Travel Plans, Delivery and Servicing Plans, mitigation measures and S106 contributions/planning conditions and that adequate capacity and high quality safe transport facilities are delivered in line with demand for schemes that have phased delivery programmes
- deliver with partners
  - high quality public transport improvements along the A5 corridor
  - bus service enhancements as part of regeneration schemes, particularly at BXC and Colindale, including a new state of the art bus station as part of the redevelopment of the Brent Cross Shopping Centre and better bus services connecting these two key areas in Barnet
  - a Rapid Transit Bus Service at BXC – a dedicated bus service system which will link the key interchanges and destinations in the growth area
- we will promote public transport provision that supports access to health services and is accessible to people with physical or sensory impairment including a new step-free rail station at BXC together with improvements to Brent Cross underground and Cricklewood train stations
- we will promote major improvements to the strategic road network, especially the A406 (North Circular Road) at Staples Corner and the A41 interchanges, and in the long term Golders Green Road and Henly's Corner
- we will promote through Town Centre Frameworks and other planned approaches town centre development opportunities and enhancement programmes to improve the public realm, public transport services, and interchange, short-trip making by walking, parking and servicing controls and accessibility improvements
- we strongly support improvements to rail services in the borough including upgrades to the Thameslink and Northern Line routes.

## Policy CS9: Providing safe, effective and efficient travel continued

### More environmentally friendly transport networks

- We will support the use of low emission vehicles including electric cars through provision of charging points in new developments
- We will encourage mixed use development that will help to reduce the distances people need to travel to access everyday goods and services
- We will require the minimisation of road based freight movements associated with the roll-out of our regeneration schemes through, for BXC, the establishment of a (preferably rail based) construction consolidation centre, and for all regeneration schemes, the use of Delivery, Servicing, and Construction Management Plans.
- Through the development management process and partnership working we will seek further efficiencies and inter-modal transfer through the implementation of the Rail Freight Facility as part of the Brent Cross Cricklewood Proposals, and the promotion of Consolidation Centres and Freight Quality Partnerships.
- Where appropriate land for transport purposes will be identified and safeguarded in the Site Allocations DPD.
- We will seek to make cycling and walking more attractive for leisure, health and short trips.

### Key References

- Annual Residents Survey, 2008
- Barnet Sustainable Community Strategy 2010 – 2020
- Barnet Transport Review, 2011
- Brent Cross, Cricklewood and West Hendon Regeneration Area Development Framework, 2005
- Colindale Area Action Plan, 2010
- Infrastructure Delivery Plan
- Local Implementation Plan, LB Barnet
- London – Luton Corridor Prospectus, North London Strategic Alliance, 2009
- London Plan, 2011
- London Travel Demand Survey (LTDS), Transport for London
- Mill Hill East Area Action Plan, 2009
- Streets for All (London) – English Heritage, 2000
- Sustainable Design and Construction SPD
- Transport and the Historic Environment, English Heritage, 2004
- Transport for London Business Plan



## 15. Enabling inclusive and integrated community facilities and uses

### 15.1 Introduction

- 15.1.1** A key part of our strategy for managing Barnet's future growth is ensuring that the services, facilities and infrastructure to support the local community and visitors are provided in suitable locations to meet increasing demand. The provision of community facilities plays a key role in meeting the Sustainable Community Strategy theme of Stronger Safer Communities for everyone. People of all ages and backgrounds should feel they can contribute to improving the borough both through their own behaviour and by working together with others.
- 15.1.2** Ensuring that families with small children, older people and disabled people can move around, enjoy and feel secure in their neighbourhoods enables everyone to fully participate in and contribute to the life of the community. Lifetime neighbourhoods help to build cohesive, successful and sustainable communities. Inclusive design puts people at the heart of the design process and can create accessible community spaces offering a wide range of services. Further details on inclusive design are set out at para 10.5.6.
- 15.1.3** Many community services and facilities are provided by our partners such as Barnet College, CommUNITY Barnet and the Metropolitan Police. As part of our Local Plan evidence base we are developing a greater understanding of supply and demand for community facilities. Community facilities provide for the health, welfare, social, educational, spiritual, recreational, leisure and cultural needs of the community. This will inform our Infrastructure Delivery Plan. Further details on funding of infrastructure are set out in Section 20.

### 15.2 One public sector approach

- 15.2.1** Through partnership working we are developing a 'one public sector' approach which entails that land is used efficiently and that high quality community facilities are provided in the right locations and are designed to meet the needs of customers. This approach is exemplified in the new customer access facility which was developed for the west of the borough in 2009 at Burnt Oak Library. Further development of our Customer Service Organisation will identify customer access points elsewhere in Barnet to complement coverage in the west of the borough.

- 15.2.2** We will work with partners including NHS Barnet and its successor bodies on projects which enable us to progress better service integration as already demonstrated by the links between children's centres at Oak Lane which provides health services and the Falow's Close facility in East Finchley. We will work in partnership to explore opportunities for children's and young people's health services.
- 15.2.3** The Coalition Government aims to reinforce the links between children's centres and Health Visitors. Children's centres work closely with Health Visitor leads and additional enhanced services such as midwifery and speech and language therapy are likely to be delivered through children's centres. Barnet will be exploring ways to strengthen these links to ensure that the health agenda is fully embedded in children's centres and outreach venues as part of an early intervention and prevention approach.
- 15.2.4** We will work with NHS Barnet and its successor bodies to site services where access can be improved, particularly for vulnerable groups.

### 15.3 Barnet's voluntary and community sector

- 15.3.1** The voluntary and community sector is promoted and supported by CommUNITY Barnet. Established in 1979 this voluntary organisation has a membership of 260 groups and can reach out to 1,000 organisations in Barnet including grassroots self help groups, local branches of national charities, faith groups, sports and arts groups.
- 15.3.2** Users of community groups receive a variety of services from advice, advocacy and befriending to therapies, leisure activities and arts. According to CommUNITY Barnet, on average each local community group serves 500 service users. CommUNITY Barnet is a key partner in ensuring the delivery of integrated community facilities.

## 15.4 Barnet's libraries

**15.4.1** Barnet's libraries act as a community hub providing access to flexible meeting space and wireless connectivity as well as the council and our partner's services. Barnet's library estate includes 16 library buildings. Most of the buildings in the library estate date from an age when models of service delivery were very different from today and when disabled access was not addressed. We will utilise opportunities for improved provision through major regeneration programmes as at Grahame Park (2013) and seek new facilities as part of major regeneration programmes such as Brent Cross – Cricklewood.

## 15.5 Leisure centres and swimming pools

**15.5.1** In partnership with Greenwich Leisure Ltd we manage seven leisure centres and pools within the borough. Additional sports facilities include Barnet Copthall Stadium, which is considered to be North London's premier athletics venue. The council also manages an all weather sports pitch at Grahame Park.

**15.5.2** We are developing a Leisure Facilities Strategy which will provide direction for any future public sector development. We have commissioned modelling work to measure and map current and future unmet need and access to public sector facilities as well as identify optimal locations to address projected unmet need. More generally, we encourage the development of new and improved leisure facilities where demand can be demonstrated and which support our Sport, Physical Activity & Physical Education Strategy 2008-2013.

**15.5.3** 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 we will seek to maximise use of school sport and leisure facilities by the wider community.

## 15.6 Arts and culture

**15.6.1** Barnet is home to nearly 100 arts, music, theatre, literature, visual arts and film groups across the Borough. These groups and the facilities that they use serve our residents as well as those who work and visit the borough. We recognise that arts and cultural facilities are an important community asset contributing to community cohesion and a sense of identity and place as Barnet changes.

**15.6.2** We are aware that though there are many rooms suitable for use for clubs, classes, meetings and rehearsals, the spaces for public performance of theatre, dance, musical theatre and music are limited in number. These spaces are mainly on the eastern side of the Borough where there is the greatest level of existing demand. There is also a shortage of spaces for exhibitions.

**15.6.3** In order to create vibrant town centres we will support the temporary use of vacant shops for performance and creative work. Co-location for arts and culture will be explored with other community provision on a site by site basis. In terms of the school estate we will seek to maximise use of performance space in schools by the wider community.

## 15.7 Provision for children and young people

**15.7.1** Results in our primary and secondary schools place Barnet in the top quartile nationally. Barnet has the second highest population of under 20 year olds in London. The Children and Young People Plan provides a strategic framework to continue the progress we are making in improving outcomes for the 25% of the population that are under 20 years.

**15.7.2** Within the major regeneration areas we have researched the need for education facilities that will result from the growth in population, for example, new primary schools are proposed at Mill Hill East and Colindale AAP growth locations, and existing schools in Brent Cross – Cricklewood will be replaced to higher standards and larger capacity. Planning for new provision will be closely linked to the distribution and delivery of housing growth as highlighted in the housing trajectory at Figure 1.



- 15.7.3** Barnet is experiencing unprecedented pressure on primary school places, which is projected to increase in the coming years as existing pupils progress through primary school and the number of births in the borough continues to rise. Significant capital investment is required in additional school places, with a permanent expansion proposed at Broadfields Primary School, and plans being developed to increase capacity in the Colindale area. Permanent expansions for future years are also proposed in the Finchley and East Barnet areas. Future capital investment will need to continue to be directed toward meeting the increasing demand for primary school places, as well as addressing the suitability and condition of buildings. On the basis of current school roll projections, pressure will emerge on secondary school places around 2015/16. Planning for increased secondary provision is more complex than the primary phase due to parental choice and the distance parents are willing for their children to travel.
- 15.7.4** Edgware Jewish Primary School entered the maintained sector in January 2011, increasing the number of places available to Barnet's Jewish community. Jewish provision will be further increased as part of the free schools programme, with Jewish primary school Etz Chaim as one of the first wave of free schools in the country.
- 15.7.5** East Barnet Secondary School, designed with community use in mind, opened in September 2010 with state of the art science and ICT facilities and two Multi Use Games Areas. The new parent promoted Jewish Community Secondary School (JCOSS) also opened in September 2010, offering a unique, inclusive Jewish education to Barnet's large Jewish community.
- 15.7.6** We will continue to identify opportunities to improve the condition of secondary schools in Barnet and to provide sufficient school places. All new primary and secondary schools will be designed with community use in mind. New and refurbished schools will provide modern learning environments making full use of ICT, and buildings will meet strict sustainable design criteria.
- 15.7.7** Barnet has a uniquely diverse range of schools with high numbers of Church of England, Catholic and Jewish schools, as well as several single sex and selective secondary schools. Meeting parental choice for particular types of school remains a priority. We welcome approaches from schools within the independent sector that want to join the maintained sector, or from groups wishing to set up a 'Free School', where parental demand is proven and the school provides premises that conform with basic school requirements as set out in relevant guidance from the Department for Education (DfE)<sup>42</sup>.
- 15.7.8** We are supportive of Barnet schools that want to convert to academy status.
- 15.7.9** In addressing educational needs within Barnet and responding to the need for parental choice we will through the Site Allocations DPD seek to allocate sites for development that are capable of providing new school premises including parent promoted schools that meet the requirements set out in DfE guidance.
- 15.7.10** Children's Centres provide a range of services including childcare, access to jobs and training, health care advice and parenting support. Barnet is rationalising and targeting current provision; reducing the focus on specific buildings, increasing the amount of outreach work, and ensuring delivery of services across a network of children's centres and outreach venues according to local need and targeted need. There are 13 full Children's Centres, with outreach provision in a further eight centres, many of which are co-located in a range of services including schools and libraries.
- 5.7.11** Other facilities for young people include multi-agency drop in centres. Existing provision in Barnet includes 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 at 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.

42. Building Bulletin 99 – Briefing Framework for Primary School Projects and Building Bulletin 98 – Briefing Framework for Secondary School Projects or their replacements.

## 15.8 Provision for older people

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

## 15.9 Provision for communities

**15.9.1** Barnet is the 2nd most religiously diverse and 16th most ethnically diverse borough in Britain. Residents have a shared sense of belonging to Barnet, four residents in five consider that the borough is a place where people from different backgrounds get on well together. As Barnet grows it will become more representative of London as a global city attracting younger and more ethnically diverse communities. It is imperative that as this change occurs these new communities are socially integrated and established communities do not become polarised.

**15.9.2** Community cohesion needs to be measured across Barnet but there is a need to focus on the growth areas and the places that surround them. Such a focus should provide us with a better understanding of the borough's communities and the choices that they make.

**15.9.3** We recognise that for many community groups it has proved difficult to maintain or extend existing buildings due to obsolescence, site constraints or the high value of land in the borough together with an inability to mitigate their impact on the local area. This has led to some people having to travel outside the borough to meet and pursue community or faith related activities.

**15.9.4** We will support multi-purpose community facilities that make efficient use of premises providing a range of services at one accessible and inclusive location. We are currently examining the space needs, both current and future, of community groups in Barnet to better understand existing provision and to be able to plan for them in the future.

**15.9.5** When new developments result in an increased demand for community spaces they will also be expected to make commensurate provision for new, or improvements to existing facilities. This will help to meet the needs of new residents and mitigate impacts on the existing community.

**15.9.6** Community facilities can provide a range of services in one location. Grouping such facilities together allows more services to be provided in a single place. As part of a one public sector approach we are working with partners to integrate services and through inclusive design make efficient use of premises. This will enable residents to access advice and assistance in the most convenient way.

**15.9.7** The issue of providing burial spaces for London and addressing the needs of its diverse communities is a complex one which simply cannot be addressed by a borough acting alone. Although there are eight cemeteries in Barnet, four of these are owned by other local authorities for their residents. Hendon Cemetery provides the main source of non-denominational burial space for residents. The remaining three cemeteries at Edgwarebury Lane, Hoop Lane and New Southgate are privately owned. Therefore only a limited amount of this burial space is available to meet the needs of local residents. The Mayor has established the current situation in London<sup>43</sup>. The audit found that Barnet had adequate capacity with sufficient new burial space available to meet the estimated demand for virgin space up to 2031.

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43. Cemetery Research Group – An audit of London Burial Provision, March 2011.

## **Policy CS10: Enabling inclusive and integrated community facilities and uses**

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

We will:

- ensure that our programmes for capital investment in schools and services for young people address the needs of a growing, more diverse and increasingly younger population
- promote the role of schools as 'community hubs', providing a wide range of educational, advice, leisure and support services to children, families and the wider community
- support the enhancement and inclusive design of community facilities ensuring their efficient use, and the provision of multi-purpose community hubs that can provide a range of services to the community at a single accessible location
- expect development that increases the demand for community facilities and services to make appropriate contributions towards new and accessible facilities, particularly within the regeneration and development areas of the borough or improving existing provision, particularly within town centres
- work with the Mayor and cemetery providers to establish current supply of burial space, identify barriers to supply and any necessary changes to planning policy.

In addressing educational needs within Barnet and responding to the need for parental choice we will support proposals for parent promoted schools or 'Free Schools' that:

- conform with DfE guidance on becoming a new school and
- meet parental demand for school places and
- provide educational facilities that conform with basic school requirements as set out in relevant DfE guidance.

Through the Site Allocations DPD we will seek to allocate sites for development that are capable of providing new school premises including parent promoted schools that meet DfE requirements.

## **Key References**

- Audit of London burial provision, Cemetery Research Group – March 2011
- Barnet's Big Society is on your Doorstep – An analysis of local voluntary and community organisations, CommUNITY Barnet 2010.
- Brent Cross, Cricklewood and West Hendon Regeneration Area Development Framework, 2005
- Building Bulletin 98 – Briefing Framework for Secondary School Projects, DfE
- Building Bulletin 99 – Briefing Framework for Primary School Projects, DfE
- Colindale Area Action Plan, 2010
- Infrastructure Delivery Plan
- Mill Hill East Area Action Plan, 2009
- Sport, Physical Activity & Physical Education Strategy, LB Barnet , 2008 – 2013



## 16. Improving health and well-being

### 16.1 Introduction

- 16.1.1** An important aspect of the quality of life of the suburb is the contribution to healthier sustainable environments and neighbourhoods. All strands of the Three Strands Approach to planning, development and regeneration capture the interdependence of protecting open spaces for leisure and recreation uses, enhancing the best of the suburbs which present healthy, safe and accessible neighbourhoods, and growth that provides quality and sustainable regeneration.
- 16.1.2** Understanding our population is the first step to being able to improve health and well-being and promote healthy choices for individuals to make healthy choices to lead healthy lives. This is a cross cutting theme for the Core Strategy.
- 16.1.3** Within health and social care the intention is to shift the focus away from intensive and institutionalised care such as residential care homes towards an earlier and better targeted allocation of services, preventing or delaying the onset of ill health, re-ablement and the promotion of ageing well and enabling well-being. Spatial planning can address unhealthy lifestyles, such as being overweight, obesity, particularly in children, through the provision of accessible parks, allotments, open spaces, leisure facilities and an attractive and safe public realm which encourages walking, cycling and socialising. Links between health and the opportunities for physical activity are made in sections on open spaces. Health and well-being is a cross cutting theme as illustrated by Table 2 on the linkages between the Core Strategy and the Sustainable Community Strategy.
- 16.1.4** The level of growth in the acute health sector in recent years now needs to be reversed. The effect of the increase in acute spend is one of the key reasons for the financial challenges faced by NHS Barnet and if not reversed will result in the PCT not being able to maintain expenditure in other areas, rather than increase investment as required to deliver health benefits for Barnet residents. The NHS also have to ensure that they obtain value for money from all commissioned services and that they decommission services where effectiveness or efficacy of services is not demonstrated.

#### Implications of the 2011 Health and Social Care Bill

The January 2011 Health and Social Care Bill sets out that Primary Care Trusts (PCT) will be abolished in 2013 and their health care commissioning function will be replaced by groups of GPs who will be responsible for the use of the majority of the NHS Budget.

PCT public health responsibilities for local health improvement will transfer to councils.

Councils will lead on promoting integration and partnership working between the NHS, social care, public health and other local services and strategies

Health and well-being boards will be created to integrate commissioning of local NHS services, social care and health improvement.

- 16.1.5** The publication of the Health and Social Care Bill in January 2011 sets out reforms to the NHS that have the potential to create an environment for local solutions to emerge for local health and care challenges. Future decisions on health service reconfiguration will be made by NHS North Central London acting on behalf of current PCTs in Barnet, Camden, Enfield Haringey and Islington in consultation with the emerging GP commissioning consortium and residents.
- 16.1.6** Barnet's Primary and Community Services Commissioning Strategy (published in January 2010) sets out how NHS Barnet (the Primary Care Trust (PCT)), with partners will use the resources available to ensure that primary care and community services respond to changes in population need, in the economic climate, and in national health policy in order to provide high quality, sustainable healthcare that meets population needs and delivers improved health and well-being in settings as close to home as possible.
- 16.1.7** Improving health and well-being requires more than improving access to a GP surgery. There is an important link between the environment in which we live and how healthy we are, both physically and mentally. One of the key aims of the Sustainable Community Strategy is to create a health supporting environment by working together to identify and address the factors underpinning health inequalities in Barnet. This includes ensuring that new developments provide for a quality of life that facilitates healthier lifestyles.

**16.1.8** Barnet's Health and Well-being Commissioning Framework guides how public agencies in Barnet will work with providers to plan and shape services to improve the health and well being of adults in the borough and help people remain independent. This includes targeting of universal health and other services to meet prioritised needs and aspirations, particularly for the most vulnerable groups. The framework specifically sets out the vision, objectives and desired outcomes for improving the health and well-being of adults in Barnet and the commissioning standards for services working to deliver these. It also sets out a work programme for the Adult Strategy Group (ASG), the core commissioning group for adult health and well-being.

**16.1.9** Aligned with the Health and Well-being Commissioning Framework our Joint Strategic Needs Assessment (JSNA) for Health and Social Care provides a basis for how we can enable people to live healthy lifestyles while at the same time continue to promote independence, choice and control for vulnerable people and their carers.

## **16.2 Addressing poor health and health inequalities**

**16.2.1** Coronary heart disease, stroke, cancers and respiratory disease are the biggest causes of premature death in Barnet, although rates are lower than for England as a whole. We believe that in Barnet agencies such as the council, NHS Barnet and the GP commissioning consortium should work alongside individuals and the wider community to support them to adopt and maintain healthy lifestyles. The JSNA helps us understand the needs of local people so that information can be tailored to encourage them to change behaviour such as stopping smoking, taking up exercise, eating and drinking sensibly and accessing cancer screening.

**16.2.2** Obese adults are at a greater risk of premature death and are more likely to suffer from conditions such as diabetes, heart disease, hypertension, stroke, cancer and respiratory disorders. Obesity is becoming an increasing problem in Barnet and, as a lifestyle choice, is second only to smoking as a significant avoidable risk factor for poor health and premature death. NHS Barnet<sup>44</sup> estimates that there are over 100,000 overweight adults, over 50,000 obese adults and just over 4,000 morbidly obese adults living in Barnet. Approximately 14,000 residents of Barnet have been diagnosed with diabetes, however it is thought the actual number of sufferers is likely to be much higher.

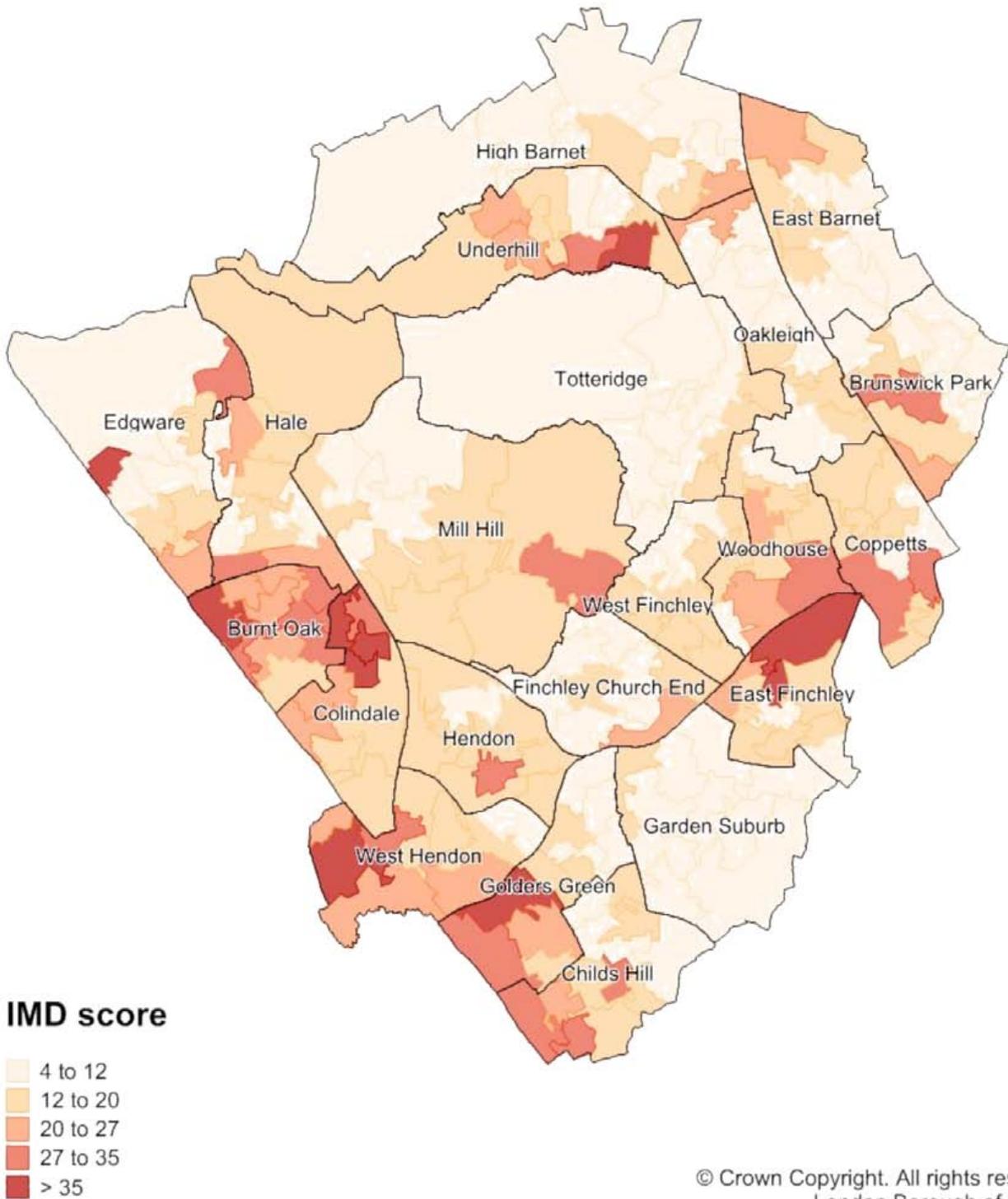
**16.2.3** Health inequalities exist in Barnet spatially and by gender. Men in affluent wards such as Hampstead Garden Suburb have an average life expectancy which is up to seven years longer than their counterparts in Colindale. For women the largest difference is five years between Hampstead Garden Suburb and more deprived West Finchley.

**16.2.4** Map 16 shows the distribution of deprivation in Barnet. Those living in the most deprived areas experience high death rates from cardiovascular disease (CVD), cancers and respiratory diseases; have a higher prevalence of diabetes, mental health problems and a range of other chronic diseases. The fall in overall death rates from cancer in our most deprived electoral wards (-8%) has not been as marked as that in the more affluent wards (-32%). However death rates from coronary heart disease (CHD) for people living in the seven most deprived wards have decreased and are now closer to those of people living in the more affluent parts of Barnet.



44. NHS Barnet – Commissioning Strategic Plan 2009 – 2014/15 January 2010.

**Map 16: Deprivation in Barnet**



Source: IMD 2010

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OS Licence No LA100017674 2011

**16.2.5** 'Finding the 5000' is an initiative between the council and NHS Barnet to reduce morbidity and mortality from CVD by identification of people with modifiable risk factors for coronary heart disease and stroke who do not normally go to their GP surgery. Through the screening of 20% of Barnet's population it will target people in the most deprived areas of Barnet.

**16.2.6** In order to improve health and address health inequalities strategic applications are required by the London Plan (Policy 3.2 – Improving Health and Addressing Health Inequalities) to submit Health Impact Assessments<sup>45</sup>.

### **16.3 Clinical care**

**16.3.1** The health of Barnet's population is generally better than the UK average but the public is concerned that there are too few GPs and that local hospitals do not provide sufficiently high standards of care. Primary care is defined as the provision of basic healthcare where a person first makes contact with the health service outside of hospital. Community healthcare is defined as any healthcare that could take place outside of an acute hospital.

**16.3.2** Primary care provision in Barnet currently consists of: 68 GP practices; 76 dental practices; 81 optometry outlets; and 77 community pharmacies. Primary care is based on a GP-led model. GPs are central to the co-ordination and delivery of patient care and aspects of health improvement, it is important to use other providers in care provision to increase GP capacity for more complex work, improve continuity of care across providers and ensure limited funds are used to best effect.

**16.3.3** NHS Barnet is developing a clinical infrastructure model that responds to clinical needs and the future vision for Primary and Community Services across Barnet. This model will review the condition; location and capacity of NHS Barnet's existing clinical accommodation and incorporate a gap analysis of the existing clinical infrastructure against future requirements.

**16.3.4** The Barnet primary and community care service model is based on a continuum of care from promoting health and well-being, through self-care and non-complex to complex care. It is expected that people will move between these levels at different times of their life, and we want primary and community services to focus on keeping individuals as healthy as possible for as long as possible, and to return them to good health where possible, following periods of higher level care. All levels of care can be provided in a primary and community care setting, with services only provided in hospital where the level of complexity, or the ability to achieve economies of scale, means that a hospital setting is the most effective place for provision of that care.

**16.3.5** Commissioning of acute and specialist hospital services is now undertaken for all North Central London PCTs by NHS Central London which, in the transition to the abolition of PCTs and the introduction of 'full' GP consortium commissioning will also provide strategic direction and senior management oversight for the remaining 'borough presence' of the PCTs.

**16.3.6** NHS Barnet has developed a strategy for services to meet the needs of the borough within the context of NHS London's health strategy: A Framework for Action. The Barnet Enfield and Haringey Clinical Strategy – Your Health Your Future: Safer Closer Better, 2007 sets out the local vision for change in the way healthcare is delivered to patients in these three boroughs. The Clinical Strategy states that:

- people should be helped to remain healthy and independent, have real choices and greater access in both health and social care; and
- services should be integrated, built around the needs of individuals, promoting independence and choice.

**16.3.7** NHS Barnet has developed a new hub and spoke model to deliver primary and community care services which considers planning and delivering health services in settings that include the patient's own home, GP practices and community hospitals and primary care centres.

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45. Mayor of London Best Practice Guidance Note on Health Issues in Planning, 2007

**16.3.8** In Barnet, the proposed system builds on the 'hubs' at the two community hospitals at Edgware (which opened in 2005) and Finchley Memorial (new hospital on this site which is programmed to open in 2013). In addition the Vale Drive Health Centre is expected to become a hub. The current use of Vale Drive will be reviewed to ensure it is used to full effect. Hubs will also be supported by federated spokes that include GPs, pharmacists, dentists and optometrists in three GP localities (north, west and east) serving the whole borough as part of the future borough-wide GP consortium.

**16.3.9** The hubs are not of equal size, nor do they provide the exact same range of services. In planning for the size and shape of the hubs the intention is to

- focus on the shift of care to locations closer to patients' homes, to provide specialist care provided in centralised sites, and to separate emergency and planned care
- plan services around population size, volume and throughput necessary to maintain clinical safety and outcomes, and integrated care pathways taking account of existing infrastructure and estates so that these can be best utilised to deliver new models of provision
- have an overriding principle to 'localise where possible and specialise where necessary'.

**16.3.10** The quality of the remaining primary care estate varies from purpose built, modern premises to the ground floor of a semi-detached house. Since 2006, many practices have improved their DDA compliance through work undertaken as part of a PCT wide initiative. However, genuine equality of access for those with disabilities still remains poor in some practices.

**16.3.11** Our three biggest providers of acute and mental healthcare are: Barnet and Chase Farm Hospitals NHS Trust; the Royal Free Hampstead NHS Trust and Barnet, Enfield and Haringey Mental Health NHS Trust. A significant number of Barnet residents also use services provided by University College London Hospitals NHS Foundation Trust. We envisage a reduction of beds and capacity in our main hospitals and a renewed focus for these Trusts on delivering specialist care.

## 16.4 Residential care homes

**16.4.1** We have a number of commissioning strategies for social care which are subject to regular renewal. Adult Social Services can advise on the current commissioning approach. These strategies envisage an increasing amount of care taking place at home in order to promote independence and activity.

**16.4.2** Barnet has a good record on helping people to live independently. On the basis of current and projected needs future services will have to be more flexible, diverse and tailored to the needs of individuals. Helping people stay at home for as long as they want to will require a fundamental shift away from the focus on treating the results of ill-health towards the promotion of health and the wider well-being agenda. The number of places required in residential care homes will fall, and the volume of services delivered locally will rise.

**16.4.3** Barnet has an oversupply of residential care homes. Our Joint Strategic Needs Assessment shows that while Barnet 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 our local authority comparator group. NHS Barnet and the council's Adult Social Services have concerns about overprovision and the associated costs for non-local need. We will therefore encourage the remodelling of such facilities as other forms of provision for older people such as extra care housing. Extra care housing is seen as a viable alternative in many cases to residential care, allowing residents more independence whilst encouraging community and activities.

**16.4.4** Residential and nursing homes in Barnet may register places for the care of older people who have dementia and places for people who require nursing care. Places for people who require neither type of specialist care are known as 'mainstream places'. The current supply of mainstream residential places in Barnet exceeds placements made by the council. The oversupply of mainstream places is a national issue. The care home market in Barnet consists of 102 registered residential homes and 21 registered nursing homes. Together they provide capacity for over 3,000 people, with the majority of places designed for older people. The effect of this additional supply is to increase the potential of cross border purchasing from outside Barnet. This will place a greater burden on NHS Barnet and our budget.

**16.4.5** Commissioning residential care placements is now more focused on providing places for people with dementia as demand has not decreased. 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.

**16.4.6** Overall the numbers of people with impairment and deficiency will increase over the next 20 years. The policy directives for the NHS to 'shift care closer to home' is aimed to provide more choice and flexibility in how health care needs are met. These changes will place significant pressures on social care systems as more people are treated in the community.

**16.4.7** In order to help residents live healthy and independent lives Adult Social Services provides home and community support. Nearly 40% of users with a care package receive some sort of homecare (including outreach and homecare elements of supported living and extra care). Barnet's enablement homecare service has been running since March 2009, and is a more focused and intensive way of delivering personal care in the home. Older adults account for over 80% of homecare clients with younger adults with physical disabilities a further 13%.

### **Key References**

- Annual Residents Survey 2008
- Barnet, Enfield and Haringey Clinical Strategy, 2007
- Barnet Sustainable Community Strategy – 2010 – 2020
- Commissioning Strategic Plan 2009/10 – 2014/15, NHS Barnet, 2010
- Health and Social Care Bill, January 2011
- Health and Well Being Commissioning Framework
- Health White Paper – Equity and Excellence – Liberating the NHS.
- Joint Strategic Needs Assessment for Health and Social Care
- Mayor of London Best Practice Guidance Note on Health Issues in Planning, 2007
- NHS London – A Framework for Action, 2007
- Older Peoples Commissioning Strategy, LB Barnet
- Primary and Community Services Commissioning Strategy, NHS Barnet, 2010
- State of the Borough Report

### **Policy CS11: Improving health and well being in Barnet**

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

- supporting the plans of NHS Barnet and from 2013 its successor bodies (including GP Consortiums) to deliver modern primary and community care and to commission other health care services
- working with partners on projects which enable us to progress better service integration, locating services where access can be improved, particularly for vulnerable groups
- supporting the plans of the Health and Well Being Board to integrate commissioning of local NHS services, social care and health improvement
- supporting healthier neighbourhoods through targeting of unhealthy lifestyles such as smoking and those which cause obesity and addressing health inequalities in terms of ill health and access to health facilities as identified in the Joint Strategic Needs Assessment
- supporting the remodelling of residential care homes to other forms of special accommodation in order to widen housing choice, support healthy and independent lives and to reduce over supply
- ensuring 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 and that the proposal addresses the priorities of NHS Barnet, or its successor bodies, and the council's Adult Social Services
- ensuring increased access to Barnet's green spaces and opportunities for higher levels of physical activity through the Green Infrastructure SPD.

## 17. Making Barnet a safer place

- 17.1.1** Despite Barnet being amongst the safest boroughs in London, crime and anti-social behaviour are a key concern of local residents. The Sustainable Community Strategy highlights that the level of crime is the most important issue affecting residents quality of life. Barnet's growth presents several challenges for community safety and cohesiveness. Young people have identified crime as the most important issue affecting them. People aged 14 to 16 in Barnet are 10 times more likely to be a victim of street robbery than a person in their 30s. As Barnet's population is forecast to become younger there are increased risks of young people being victims as well as perpetrators of crime.
- 17.1.2** Understanding how we can create safer environments through regeneration and development opportunities is key to the 'place-shaping' agenda. The creation of new communities in regeneration areas could pose significant challenges to cohesion. As Barnet grows there is a need to better understand how change is taking place geographically and demographically. There is a noticeable trend that the west of the borough is getting younger while the east gets older.
- 17.1.3** With increased diversity and population mobility it is important that new communities integrate cohesively with settled ones and that hate crime does not increase, and that it is reported and tackled effectively when it does happen.
- 17.1.4** With more visitors and greater activity in Barnet's vibrant town centres the opportunities for alcohol related disorder could increase. At present most alcohol related disorders occur at the weekends and are evenly distributed across the borough, although North Finchley is the main hotspot.
- 17.1.5** Through our 21 Safer Neighbourhood teams, the Children and Young People's Partnership Board and other forms of community engagement we are developing our understanding of how people experience crime and what drives their fears of becoming a victim. This includes focusing on why residents feel less safe in Barnet's town centres.
- 17.1.6** The planning system plays an important part in reducing the opportunity for crime and disorder and making places safer. Well planned, mixed use areas, good quality public realm, carefully designed buildings, open spaces and neighbourhoods can "design out" crime and help to reduce the fear of crime. We expect development proposals to reflect guidance in the publication Safer Places: The Planning System and Crime Prevention (2004) and the principles of Secured by Design the official UK Police flagship initiative for 'designing out crime'. We will seek to ensure that any new transport interchanges are designed to help address personal safety and reflect Secured by Design principles.
- 17.1.7** As the borough grows, new neighbourhoods emerge and existing suburban and town centres change, sensitive planning of uses, activities and open spaces can help improve community safety. Greater collaboration with the Metropolitan Police and Barnet Safer Communities Partnerships inputting to the spatial planning of these areas will enhance safer neighbourhoods. More detail on the approach we will take to make Barnet safer is provided in the Development Management Policies DPD.
- 17.1.8** The Metropolitan Police Authority published its Asset Management Plan in 2007 which set out how they will improve the management of their stations, offices, safer neighbourhood bases and custody centres in Barnet. Proposals in the 2007 document included a new strategically located custody centre rather than in existing police stations, as well as a new patrol base in a single warehouse-style building providing accommodation of operational police officers and their vehicles. The document suggests a move towards more local 'front counter' facilities and neighbourhood policing team bases across the borough to provide enhanced accessibility. We support the aim of neighbourhood policing teams to make neighbourhoods safer places to live in, work in and visit and will work with the Borough Commander to refresh this document and provide modern, accessible and customer friendly facilities in the right locations in Barnet.
- 17.1.9** Barnet's Infrastructure Delivery Plan identifies courts as social infrastructure providing police and justice functions. Her Majesty's Court Service (HMCS) operates the Barnet Civil and Family Court in Finchley Church End and Hendon Magistrate's Court. We will work with HMCS as it reviews its estate in Barnet.

## Policy CS12: Making Barnet a safer place

We will aim to make Barnet a safer place. It is important that we ensure through the management of growth that Barnet is a place where people from different communities get on together. We will:

- work with our partners to tackle crime, fear of crime and anti-social behaviour;
- work with the Metropolitan Police to provide re-modelling of its estate as a basis for an effective and responsive police service in Barnet;
- work with Her Majesty's Court Service as it reviews its estate to ensure that it best meets needs for modern court facilities;
- support the work of neighbourhood policing teams to make our neighbourhoods safer places to live in, work in and visit;
- encourage appropriate security and community safety measures in buildings, spaces and the transport system;
- require developers to demonstrate that they have incorporated design principles which contribute to community safety and security in all new development;
- ensure that through the town centre strategy programme we promote safer and more secure town centre environments; and
- promote safer streets and public areas including open spaces.

## Key References

- Annual Residents Survey 2008
- Asset Management Plan, Metropolitan Police, 2007
- Barnet Sustainable Community Strategy – 2010 – 2020
- Barnet Crime, Disorder and Substance Misuse Strategic Assessment, 2010
- Infrastructure Delivery Plan
- Making Barnet Safer – Safer Communities Strategy for Barnet
- Safer Places – the Planning System and Crime Prevention, CLG, 2004



## 18. Ensuring the efficient use of natural resources

### 18.1 Introduction

- 18.1.1** Climate change is one of the greatest challenges the world is facing and a key priority for Barnet's future is to reduce the borough's carbon footprint where possible particularly in new development. Reducing carbon dioxide (CO<sub>2</sub>) emissions, adapting to future climate change, ensuring resource use is kept within sustainable levels, promoting biodiversity and improving quality of life are all key issues for Barnet. We recognise the need to urgently reduce our carbon dioxide emissions to sustainable and equitable levels in line with national energy and climate change targets and that this challenge has to be addressed through behaviour change by public services, citizens and businesses.
- 18.1.2** National planning policy on climate change and flooding is set out in the National Planning Policy Framework (paras 93 to 104).
- 18.1.3** The Mayor's vision for London is that it should excel among global cities – expanding opportunities for all its people and enterprises, achieving the highest standards and quality of life and leading the world in tackling the urban challenges of the 21st century, particularly that of climate change.
- 18.1.4** In meeting the challenges of the London Plan we have to ensure that our first priority is to use less energy (be lean), secondly to supply energy more efficiently (be clean) and thirdly to use renewable energy (be green). This is the Mayor's energy hierarchy. Energy demand can be reduced through adopting sustainable design principles. Energy can be supplied more efficiently by prioritising decentralised energy.
- 18.1.5** Barnet's Sustainable Community Strategy highlights that we have one of the largest carbon footprints per head of population in London. The Sustainable Community Strategy recognises that Barnet's growth must be managed so that it meets our needs for home, jobs and services in a way that conserves and enhances the character of the area.
- 18.1.6** Reducing our environmental impact whilst supporting growth is a major challenge. In meeting that challenge and demonstrating local leadership we have taken several steps.
- 18.1.7** Barnet's Environmental Policy – A Greener City-Suburb 2008/09 – 2011/12 provides local leadership in reducing emissions of CO<sub>2</sub> and reducing waste.

### 18.2 Carbon Emissions Reduction Action Plan

- 18.2.1** We are working closely with the Energy Saving Trust to reduce our carbon emissions and through a Carbon Emissions Reduction Action Plan (February 2009) are working to reduce energy use across all local authority energy related activities. Key objectives of the action plan are to promote sustainable energy use by the community and to raise awareness and encourage action on climate change amongst residents, businesses and staff.

### 18.3 Barnet's Waste Prevention Strategy

- 18.3.1** Barnet's Waste Prevention Strategy 2005 – 2020 sets out that the best way to deal with waste is to prevent it. The Strategy highlights the need to share responsibility for our waste and change our behaviour. Policy CS14 – Dealing with our waste sets out how we will encourage sustainable waste management.

### 18.4 Sustainable design and construction

- 18.4.1** It is likely that we are faced with warmer, wetter winters and hotter, drier summers. Sustainable design and construction seeks to improve the environmental performance of buildings and make them fit for present and future climates. There is a wide range of measures which developers can incorporate to make their developments more sustainable for example the use of passive solar design, natural ventilation, green and brown roofs, sustainable drainage systems and rainwater systems. Our Supplementary Planning Document (SPD) on Sustainable Design and Construction sets out our requirements for environmental design and construction management. The SPD sets out requirements on air, noise, water and habitat quality in order to achieve protection and enhancement of the environment. It also sets out requirements on energy, water, waste and materials in order to achieve the prudent use of natural resources. The SPD requirements are linked to existing national standards and guidance and will be updated in line with emerging opportunities and future developments. The SPD sets out the areas where Barnet needs to go further and faster, whilst providing a complementary relationship between the Local Plan, London Plan and the Building Regulations/ Code for Sustainable Homes.

**18.4.2** The Core Strategy can influence future development in the borough to make the fullest contribution to the mitigation of, and adaptation, to climate change. It can also help to reduce flood risk as well as the incidence of fuel poverty with more fuel efficient dwellings. Through adopting sustainable design and construction measures as well as prioritising decentralised energy generation carbon dioxide emissions can be minimised.

## **18.5 Reducing carbon emissions in new and existing development**

**18.5.1** New development provides the opportunity to deliver modern homes which meet the highest standards of energy efficiency currently available and helps to minimise carbon emissions.

**18.5.2** There is also a role for the Core Strategy in addressing the level of emissions from the existing building stock and pattern of development. The retention and reuse of heritage assets avoids the material and energy costs of new development. Creative adaptation can dramatically reduce the whole-life energy costs and waste impacts that would result from demolition and replacement, even where the proposed development would in itself be of an acceptable standard in terms of energy performance. Where the ongoing energy performance of a building is unsatisfactory, there will almost always be some scope for suitable adaptations to be made without harm to the asset's significance. This will involve careful consideration of the most appropriate options for insulation, power use and power generation. Intrusive interventions, such as micro generation technology, can harm the significance of a heritage asset and local character.

**18.5.3** We will support home owners and developers to find solutions that minimise or avoid harm to a heritage asset's significance while delivering improved energy performance or generation. Detailed advice on how heritage assets can be adapted to new technologies or materials without harming their significance is available from English Heritage.

## **18.6 Code for Sustainable Homes**

**18.6.1** The Code for Sustainable Homes sets out standards for the sustainability of new housing development. Minimum levels of the six stage Code are scheduled to become mandatory for new homes under future changes to the building regulations. Code Level 3 is equivalent to a 25% reduction in carbon emissions. Through high standards of design and build quality this can be achieved without the use of renewable energy. The sustainability of commercial and community buildings is classified by BREEAM standards. The SPD on Sustainable Design and Construction sets levels for the Code and for BREEAM.

## **18.7 Combined heat and power**

**18.7.1** Combined heat and power (CHP) and combined cooling heat and power (CCHP) can be a more sustainable and efficient means of supplying heat and power than traditional energy supply systems. Barnet has explored opportunities for the use of these technologies in the major regeneration and development areas, and this is exemplified in the Area Action Plans of Colindale and Mill Hill East. In other major areas of mixed use growth (including town centres) we will promote strategic sustainable energy infrastructure and work with developers to identify land and access for CHP/CCHP plant and district heating connections where appropriate.

**18.7.2** As part of the Decentralised Energy Masterplanning initiative a Londonwide programme of support, led by the LDA a Heat Map for Barnet has been produced to match heat sources with heat users. This helps to identify opportunities for decentralised energy both within and cross-borough. This Heat Map provides a basis for identifying the locations where we can prioritise the development of decentralised energy networks in relation to existing and future development. Five focus areas were identified in the Heat Map as having potential for district heating networks :

- Brent Cross Cricklewood
- Colindale
- Chipping Barnet
- Mill Hill East and
- North Finchley to Whetstone.

**18.7.3** Brent Cross/Cricklewood and Colindale are identified as high priority areas given the scale of regeneration taking place. Chipping Barnet, Mill Hill East, North Finchley and Whetstone are identified as lower priority areas in the study.

**18.7.4** More detailed policy to encourage Decentralised Energy networks, including a requirement to support heat networks through physical or financial contributions is covered by Policy DM04 – Environmental Considerations for Development.

## **18.8** **Barnet's existing housing stock**

**18.8.1** Nearly two thirds of Barnet's housing stock was built before 1944 (compared to a national figure of 40%). To better understand the condition of the existing private housing stock in Barnet we have used the Building Research Establishment Housing Stock Model. The Model will provide an estimate of properties with poor insulation as highlighted by the SAP (Standard Assessment Procedure) rating. SAP is the Government's recommended system for energy rating of dwellings and is based on the annual energy costs for space and water heating.

**18.8.2** The Model relates the condition of a dwelling to the characteristics of the local area and provides estimates for private sector housing for dwellings failing the Decent Homes Standard in Barnet and the reasons why. It highlighted that 22,000 properties in the private sector had 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.

**18.8.3** We recognise that the wider housing stock in the borough has a relatively high level of carbon emissions compared to the London average, and we have operated 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. We will continue to target the resources available to us at the most vulnerable households in the private sector. We recognise that doing more than encouraging self sufficient private owners to invest in energy efficiency measures to their homes is a challenge that needs to be tackled in partnership with regional and national government.

**18.8.4** In order to inform the Colindale Area Action Plan a thermal masterplanning assessment was undertaken to better understand energy demand in particular the seasonal and daily fluctuations in energy use. The assessment highlighted existing buildings in supporting the viability of a district heating and CHP network as a mix of energy demands is required to ensure that the heat produced can be used locally at the time it is produced.

**18.8.5** With 75% of carbon emissions generated by existing buildings there are opportunities to improve home insulation and provide decentralised energy in order to benefit from new CHP. Policy DM04 – Environmental Considerations for Development sets out how major developments can help reduce carbon emissions by funding the retrofitting of the older housing stock.

## **18.9** **Renewable energy**

**18.9.1** The sustainable planning of neighbourhoods is strongly linked to how they need, source and use energy.

**18.9.2** The London Plan (Section 5) contains a suite of policies on climate change adaptation and mitigation. The Mayor seeks to minimise carbon dioxide emissions from new development in accordance with his energy hierarchy of be lean, be clean and be green. The London Plan at Policy 5.2 – Minimising Carbon Dioxide Emissions sets targets that go further than the 2010 Building Regulations for reduction of carbon dioxide from major developments. Barnet's SPD on Sustainable Design and Construction sets out our local requirements for minimising the consumption of non-renewable energy sources. We will implement London Plan policies in conjunction with our SPD.

**18.9.3** We consider that expectations on renewable energy are changing. We therefore want to capitalise on opportunities to reduce the use of natural resources and to promote sustainable locations for integrated land uses. Our priority is to utilise high quality design delivered through our SPD on Sustainable Design and Construction to ensure efficient use of energy rather than seek an unproven technological fix. Combined Heat and Power could offer the most cost effective way of ensuring major development in Barnet contributes to the Mayor's carbon dioxide reduction targets.

## 18.10 Choosing sustainable locations for development

**18.10.1** Measures to reduce the overall carbon footprint of a development are as important as the use of renewable energy. The location of development and the mix of land uses have a significant effect on the amount of natural resources we use for transport and energy for heating and cooling. In order to reduce pressure on our valuable Green Belt sites we encourage proposals that make best use of previously developed land.

**18.10.2** In considering site allocations we will choose locations in areas of lowest flood risk. Policy CS 3 – Distribution of Growth in Meeting Housing Aspirations aims to make the best use of previously developed land which can be planned at higher densities, mainly in the western part of the borough, and in accessible town centres. These locations are either relatively well-served by public transport or will become better served as a result of planned regeneration and development. These locations will be developed with a mix of uses, encouraging the possibility of living and working in closer proximity, and will include the necessary infrastructure nearby. These areas will therefore offer exemplary sustainable locations and furthermore, will be planned so as to include the highest standards of design and construction, including dealing with waste on site.

**18.10.3** The greening of the built environment provides a significant contribution to climate change adaptation. Barnet's green areas cover over a third of the borough. Such open spaces 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 the Green Infrastructure SPD we can enhance Barnet's network of green spaces and its contribution to reducing the urban heat island effect. Policy CS7 – Enhancing and Protecting Barnet's Open Spaces sets out our approach to improving the green spaces network.

## 18.11 Air and noise pollution

**18.11.1** Levels of noise and air pollution have a major bearing on the health and well being of all Barnet residents. The majority of Barnet's housing growth will take place in areas that already suffer from air and noise pollution. The design of the built environment has an important role in managing the degree to which people are exposed to pollution. Within Barnet emissions from traffic have the most severe and pervasive impact on air quality.

**18.11.2** The whole borough is an Air Quality Management Area (AQMA). An Air Quality Action Plan has been developed to improve air quality and is updated each year. We will take into account the impact on air quality when assessing development proposals. Regard will be paid to the Air Quality Action Plan and to Cleaning London's Air: The Mayor's Air Quality Strategy. Where development could potentially cause significant harm to air quality, an Air Quality Assessment will be required. Further guidance on air quality and when assessments are required is provided in our SPD on Sustainable Design and Construction.

**18.11.3** Persistent and intermittent noises such as those made by industrial activities, transport, construction and congregations of people can undermine quality of life. We will take into account noise considerations when assessing development proposals. Regard will be made to the Mayor's Ambient Noise Strategy as a reference source for understanding noise and identifying best practice. We will require Noise Impact Assessments for developments likely to generate or be exposed to significant noise. Further guidance on noise quality and when assessments will be required is provided in our SPD on Sustainable Design and Construction.

## 18.12 Flooding and water management

**18.12.1** One of the major impacts of climate change will be to increase risk of flooding from watercourses (known as fluvial flooding) and sewers (known as surface water flooding). The risk based Sequential Test as set out in the NPPF (paras 100 to 104) should be applied at all stages of planning. Its aim is to steer new development to areas with the lowest probability of flooding. Barnet has 14kms of streams and brooks and the North London Strategic Flood Risk Assessment identified fluvial flooding from Dollis Brook, Silk Stream, Pymmes Brook and their associated tributaries as the primary source of flood risk in the borough. Surface water flooding in Barnet presents a low to moderate risk to the borough while sewer flooding is also noted for being low risk. Groundwater flooding was found to be a relatively low risk due to the impermeable geology (primarily London Clay) and depth of the groundwater table.

**18.12.2** The Pitt Review recommended that the Environment Agency, supported by local authorities and water companies should urgently identify the areas that are at highest risk from surface water flooding. In 2009 the Environment Agency published maps highlighting those areas where a more detailed study of surface water flooding may be appropriate within strategic flood risk assessments and Surface Water Management Plans (SWMPs).

**18.12.3** In August 2009 the Department for Environment, Food and Rural Affairs (DEFRA) estimated that 10,800 properties in Barnet are at risk of surface water flooding due to severe rainfall. According to DEFRA Barnet is the 25th most susceptible local authority to surface water flooding.

**18.12.4** We have full responsibility for managing flood risk from surface water, groundwater and ordinary watercourses. The Flood and Water Management Act 2010 provides for better, more comprehensive management of flood risk for people, homes and businesses, helps safeguard community groups from unaffordable rises in surface water drainage charges and protects water supplies to the consumer. The Act implements the Pitt Review following the 2007 floods.

**18.12.5** We form part of the Drain London Forum, a partnership including London boroughs, the Environment Agency and the Mayor of London which ensures that the requirements from the Flood and Water Management Act 2010 to produce a SWMP are met. The SWMP includes the Preliminary Flood Risk Assessment and a Flood Risk Management Plan which will help us to investigate (by 2015) and address flood risk problems and maintain a public register of Flood Risk Management assets. The output from these assessments should help to inform development allocations within the Site Allocations DPD and outline the requirements for site-specific Flood Risk Assessments (FRAs) to be carried out by developers.

**18.12.6** We are also required to establish 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 SPD on Sustainable Design and Construction provides guidance on the use of SUDS to enable better control of water during periods of peak rainfall.

**18.12.7** The Act requires the Secretary of State to issue guidance about how authorities are to discharge their duties under the Act.

## 18.13 Water quality and supply

**18.13.1** Barnet's main water courses are of fair to poor chemical quality according to assessments carried out by the Environment Agency. Maintaining the quality of water, especially groundwater, is important in ensuring the borough's population has a good quality domestic water supply. Water pollution can also affect the supply of water for leisure, industrial and agricultural uses and have a harmful impact upon riverside habitats. We will work with the Environment Agency to restrict development which may threaten the quality of either ground or surface water.

**18.13.2** Water is a precious resource and it is essential that new development seeks to be efficient in using water, seeking wherever possible to reduce consumption. This can be achieved through grey water systems and rainwater harvesting. Further details on recommended technologies are set out in the SPD on Sustainable Design and Construction.

## Policy CS13: Ensuring the efficient use of natural resources

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

- We will promote the highest environmental standards for development and through our SPDs on Sustainable Design and Construction and Green Infrastructure we will continue working to deliver exemplary levels of sustainability throughout Barnet in order to mitigate and adapt to the effects of a changing climate.
- We will expect all development to be energy-efficient and seek to minimise any wasted heat or power.
- In line with **London Plan Policy 5.2 – Minimising Carbon Dioxide Emissions** we will expect major development in accordance with the Mayor's energy hierarchy to reduce carbon dioxide emissions beyond the 2010 Building Regulations.
- We will maximise opportunities for implementing new district-wide networks supplied by decentralised energy (including renewable generation) in partnership with key stakeholders in areas of major mixed use growth including town centres. Where feasible we will expect all development to contribute to new and existing frameworks.
- We will support solutions that minimise or avoid harm to a heritage asset's significance while delivering improved energy performance or generation.
- We will make Barnet a water efficient borough and minimise the potential for fluvial and surface flooding by ensuring development does not cause harm to the water environment, water quality and drainage systems. 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 ground water levels.
- We will improve air and noise quality by requiring Air Quality Assessments and Noise Impact Assessments from development in line with Barnet's SPD on Sustainable Design and Construction.

## Key References

- Air Quality Action Plan, LB Barnet
- Barnet Carbon Emissions Action Plan, 2009
- Barnet's Environmental Policy – A Greener City-Suburb, 2008/09 – 2011/12
- Barnet Sustainable Community Strategy – 2010 – 2020
- Barnet Waste Prevention Strategy 2005 – 2020, 2005
- Cleaning London's Air – the Mayor's Draft Air Quality Strategy, 2010
- Climate Change and the Historic Environment, English Heritage, 2004
- Decent Home – Definition and guidance for implementation, CLG, 2006
- Drain London [www.london.gov.uk/drain-london](http://www.london.gov.uk/drain-london)
- Housing Stock Model Update for Barnet, Building Research Establishment, 2009
- London Heat Map Study for Barnet, May 2010
- London Plan, 2011
- National Planning Policy Framework
- Pitt Review – Learning Lessons from the 2007 Floods
- Souder City – the Mayor's Ambient Noise Strategy, 2004
- Sustainable Design and Construction, SPD

## 19. Dealing with our waste

- 19.1.1** Managing the amount of waste we produce is a key component of being environmentally sensitive and growing successfully. We need to find better ways of dealing with our waste and taking more responsibility for dealing with it within London rather than burying it in landfill in places such as Bedfordshire.
- 19.1.2** The Sustainable Community Strategy highlights that although our recycling rates are above average we have one of the largest carbon footprints per head of population in London. We were the first local authority in the country to introduce compulsory recycling in March 2005, and will continue to work to improve services for residents, and engage with them more effectively using improved intelligence and targeted approaches.
- 19.1.3** As part of the proposals for Brent Cross – Cricklewood a rail linked waste handling and recycling facility is proposed on a site adjoining Edgware Road (A5). This will be developed in partnership with the North London Waste Authority who will vacate the existing Hendon Waste Transfer Station, the site of which is required for comprehensive regeneration. It is intended that this facility will include sorting recyclable material and will (subject to feasibility) treat non-recyclable waste to enable it to be converted for a fuel for the Combined Heat and Power facility which also forms part of the proposals for Brent Cross – Cricklewood.
- 19.1.4** The North London Waste Authority (NLWA) and the seven boroughs that are members of it have produced a Joint Waste Strategy which plans for managing the waste collected by the boroughs until 2020. This will be used to facilitate the provision of new waste management facilities and services, to increase recycling and recovery and divert more waste away from going to landfill.
- 19.1.5** The Mayor of London has set in the London Plan a target of working towards managing the equivalent of 100 per cent of London's waste within London by 2031. This will require new facilities using new technologies that deal with waste as a resource to be developed across London. In the London Plan Barnet has been allocated an apportionment target of 195,000 tonnes of waste per annum in 2011 rising to 251,000 tonnes per annum by 2021. We need to identify sufficient land to provide capacity to deal with this waste target and have joined with six other North London boroughs to produce the North London Waste Plan (NLWP). The NLWP is a Development Plan Document 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.

### Policy CS14: Dealing with our waste

We will encourage sustainable waste management by:

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

### Key References

- Barnet Sustainable Community Strategy – 2010 – 2020
- Barnet Waste Prevention Strategy 2005 – 2020, 2005
- London Plan, 2011
- North London Joint Waste Strategy, North London Waste Authority
- North London Waste Plan
- Sustainable Design and Construction, SPD



## 20. Delivering the Core Strategy

### 20.1 Introduction

**20.1.1** The policy suite of the Core Strategy and of other Local Plan documents such as the Development Management Policies and Site Allocations DPDs will provide the framework for decisions on planning applications.

### 20.2 Working with our partners

**20.2.1** During the preparation of this Core Strategy we have worked with, and secured the involvement and commitment of, our delivery partners including the Local Strategic Partnership (One Barnet Partnership Board) and other key bodies. The Local Strategic Partnership (One Barnet Partnership Board) recognises that it has an important role to play in relation to the delivery of this Core Strategy, in particular in bringing forward the infrastructure requirements that will be identified in Barnet's Infrastructure Delivery Plan (IDP). We are currently considering innovative ways to achieve this, in particular the financing aspects. Partnership working and the joint delivery of services are also being explored to optimise the delivery of Core Strategy objectives.

**20.2.2** The IDP provides the mechanism for monitoring capital investment across our local public sector partner areas, to make plans corporately known and shared. Details are meant to be clearly exposed so that all partners know what is being delivered, where it is to happen and which agency is responsible for that delivery. However, funding does not need to be proven in order for items to be incorporated into the IDP, instead the objective is that all funding streams are visible and known and the IDP is used to identify gaps.

**20.2.3** The IDP will provide a valuable dataset of all building and service re-profiling measures being undertaken across public sector bodies in Barnet to improve capacity and cost-effectiveness of infrastructure and public services. Close working with stakeholders and partners to align and better coordinate delivery programmes through the IDP will enable service improvements and efficiency savings.

**20.2.4** We developed an innovative Engagement Agreement with NHS Barnet in 2009 to strengthen links between strategic planning and operational delivery. This provides a basis for close joint working between the council and NHS Barnet. The Engagement Agreement sets out the key components of Barnet's growth, its programme for delivering change and predicted impact on healthcare provision. It sets out the roles and responsibilities of officers in each organisation and identifies appropriate workstreams focusing on key issues highlighted in what was then Barnet's emerging Core Strategy. This helps to establish clear links across both organisations to facilitate continued integration.

**20.2.5** One Barnet approach will help local strategic partners to demonstrate the key priorities we will be working on to ensure we are delivering the SCS.

### 20.3 Infrastructure delivery

**20.3.1** The Infrastructure Delivery Plan (IDP) provides a high-level risk assessment and cost analysis framework for the delivery of infrastructure necessary to improve opportunities for and quality of life of the Borough's residents. It details the delivery of 'critical', 'necessary' and 'preferred' community benefits including educational and healthcare facilities; highways improvements; and open space provision for future and existing residents from all of the Borough's diverse communities.

**20.3.2** The IDP contains information on the type, timing and potential costs of the infrastructure needed to support the housing development set out in the Core Strategy. The IDP and its subsequent updates will enable the council and One Barnet partners to plan effectively for population change and to maximise the potential benefits associated with this to achieve wider economic, social and environmental objectives.



**20.3.3** Barnet's IDP also sets out a broad concept of 'prioritisation of infrastructure' to ensure that the council focuses on delivery of the right infrastructure at the right times that best serves the Borough and enhances Barnet as a successful London suburb. This responds to the anticipated timing for delivery of major housing developments, divided into three time periods: 2011-15, 2016-20 and 2021-25. The objective of prioritisation is also to recognise that some infrastructure is required as a result of population growth and change, whereas other infrastructure is primarily needed to improve overall quality of life for residents or to achieve wider sustainability objectives. The IDP therefore identifies which infrastructure is critical in relation to delivering Core Strategy objectives, which infrastructure is *necessary* but not *critical*, and which is *preferred* if funding is available.

**20.3.4** Barnet's IDP is structured in three sections relating to physical infrastructure, social infrastructure and green infrastructure. Each section is divided into broad headings which are further subdivided into each key aspect as follows.

## 20.4 Physical infrastructure

|                                  |  |
|----------------------------------|--|
| <b>Movement and Connectivity</b> | Public transport improvements, Highways, Junction Improvements, Parking, Cycling and Pedestrians |
| <b>Utilities</b>                 | Electricity, Gas, Water and Telecoms   |

## 20.5 Social infrastructure

|                             |   |
|-----------------------------|---|
| <b>Education</b>            | Further and Higher Education, Secondary, Primary, Early Years and Special Needs                                   |
| <b>Health</b>               | Secondary Care, Community Hospitals, Primary Care Health Centres, GP Practices, Social Care                       |
| <b>Community Facilities</b> | Libraries, Arts and Exhibition Spaces, Community Centres, Youth Provision, Religious Facilities, Other Facilities |
| <b>Sport and Recreation</b> | Sports Centres, Sports Pitches, Swimming Pools, Play Facilities   |
| <b>Police and Justice</b>   | Back Office, Customer Facing, Courts  |
| <b>Fire and Rescue</b>      | Emergency Planning, Fire and Rescue Services  |

## 20.6 Green infrastructure

|                    |  |
|--------------------|--|
| <b>Open Spaces</b> | Natural Open Spaces, Parks, Green Chains, Hard Landscaping, Biodiversity |
| <b>Energy</b>      | Decentralised Energy, Energy Efficiency                                  |
| <b>Waste</b>       | Waste Collection, Waste Management, Household Waste Recycling Centre     |
| <b>Flooding</b>    | Fluvial Flood Prevention, Localised Flood Prevention, Drainage Network   |

**20.6.1** Opportunities for better coordination in Barnet of utilities upgrade and highways improvement programmes could be facilitated through the analysis and alignment of the investment programmes detailed in the IDP. Furthermore in regeneration and development areas by making the detailed costs of key infrastructure investment visible, there is potential to ensure utilities are laid so as to reduce long term road maintenance costs by insisting upon more effective and shared ways of laying the utilities.

## 20.7 Community Infrastructure Levy

**20.7.1** In April 2010 Regulations were published to enable local authorities to set a Community Infrastructure Levy (CIL), a standard charge to be decided upon by authorities seeking contributions towards the costs of infrastructure arising from new development. The government has signalled that the definition of infrastructure covered by CIL should be as wide as possible to encompass physical, social and green infrastructure such as schools and parks. CIL should apply to most forms of development including residential and commercial development. Negotiated planning obligations will still be possible for site specific issues, employment and training issues and to allow for affordable housing to be delivered on site.

**20.7.2** We will develop a Barnet CIL as the most appropriate way to support delivery of the aims of this Core Strategy. Such an approach will replace our current approach of using standard formulae to calculate contributions towards providing school places, libraries and healthcare across all developments. Set out in the April 2010 Regulations, new restrictions on the use of planning obligations have been introduced in order for the two mechanisms to complement each other. Existing Planning Obligations guidance must be replaced with a new 'charging schedule' by July 2014.

**20.7.3** The Barnet Infrastructure Delivery Plan will provide a robust methodology for a viable CIL charging schedule. Failure to effectively utilise the information from the Infrastructure Delivery Plan towards the delivery of a Community Infrastructure Levy could limit the council's ability to secure financial contributions towards infrastructure from development. Alongside the Infrastructure Delivery Plan, the evidence base will need to incorporate a Viability Appraisal to justify that the Levy proposed for Barnet will on a borough-wide scale not cause development in general to become unviable.

**20.7.4** The Mayor of London has introduced a CIL to fund strategically important transport infrastructure (including Crossrail). Developers in Barnet will therefore be subject to a two tier CIL regime funding strategic transport improvements through the Mayor's CIL and local transport improvements through the Barnet CIL.

## 20.8 Planning obligations

**20.8.1** We will use planning obligations (also known as S106 Agreements) in appropriate circumstances and in accordance with the NPPF (paras 203 to 205), to influence the nature of a development or mitigate or compensate for its potential affects. Where existing and planned provision of infrastructure, facilities and services are inadequate to meet the needs generated by a proposal, we will negotiate planning obligations to secure measures to meet those needs.

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

**20.8.3** 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**
- **provision of public open space and improving access to public open space**
- **other community facilities including policing**
- **other benefits sought as appropriate.**

**20.8.4** In considering planning obligations, we will take into account the range of benefits a development provides. The extent to which a development is publicly funded will also be taken into account and policy applied flexibly in such cases. Pooled contributions will be used when the combined impact of a number of schemes creates the need for infrastructure or works, although such pooling will only take place within the restrictions of the Community Infrastructure Levy Regulations 2010.

**20.8.5** Until our guidance on Planning Obligations is revised, additional detail on our approach and the processes for consideration and flexibility regarding planning obligations is set out in the Interim Guidance Note on Section 106 which has been brought forward in response to the recession.

## 20.9 Other funding mechanisms

**20.9.1** Regeneration funding is complex and we expect to utilise four main categories of funding to support the delivery of the infrastructure requirements set out in the IDP. These are:

- **Grants and Contributions** referring to existing or in-year contributions made available from either public or private sector resources. This includes CIL, S106 and Growth Area Funding.
- **Leveraged Finance** referring to situations where capital investment is borrowed and applied up front with repayment made through ongoing public or private revenue funding over a period of time. This includes prudential borrowing and tax increment funding.
- **Incentivisation Schemes** referring to situations where a payment is made by Government based on delivery results. This includes the New Homes Bonus
- **Cost Reduction** referring to opportunities to reduce infrastructure delivery costs either by increasing asset lifespan or by reducing capital outlay. This includes asset utilisation and co-location.

## 20.10 Cross boundary working

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

## 20.11 North London – Luton corridor

**20.11.1** We will continue to work with Transport for London and Brent, Camden, and Harrow councils to develop a strategic approach to the management of locations with major growth potential along the London section of the London-Luton-Bedford co-ordination corridor. This focuses on the strategic co-ordination of infrastructure (including transport) to support and co-ordinate the growth potential of areas such as Brent Cross, Cricklewood, Mill Hill East and Colindale.

**20.11.2** In partnership with Brent, Camden and Harrow we are working on developing the corridor concept further, starting with more detailed work on transport infrastructure and through engaging key partners to the north of London, such as Luton and Watford councils. This work will help build the case for investment in transport and social infrastructure to support growth (including that set out in this Core Strategy) by providing a basis for discussions with national providers as well as Transport for London.

## 20.12 Co-ordinating with neighbouring boroughs

**20.12.1** We also work closely with neighbouring boroughs to ensure that a consistent approach is taken in relation to growth areas and town centres which adjoin or cross borough boundaries.

- The south west boundary of the Colindale Area Action Plan separates Barnet from Brent. Both boroughs recognise the opportunities for growth along the Edgware Road. There is a need for well planned and co-ordinated growth as the character of this route is changing with redevelopment of key sites in Barnet and Brent. We will with Brent produce urban design/townscape/ tall building guidance for the Edgware Road Corridor of Change.

- The North Circular Road Area Action Plan adjoins our boundary with Enfield and we are discussing the impact of development of 2,000 new homes, delivered through renewal, refurbishment or redevelopment, on local transport and community infrastructure. We are discussing more detailed regeneration proposals as part of the New Southgate Supplementary Planning Document.

- As part of the Mayor's All London Green Grid we will work with neighbouring authorities as well as the Corporation of London (responsible for management of Hampstead Heath) in the production of Green Grid Area Frameworks for Lea Valley and Finchley Ridge and Brent Valley and Barnet Plateau.

**20.12.2** We have prepared some of our key evidence studies for this Core Strategy in conjunction with our neighbouring authorities:

- a Strategic Housing Market Assessment has been jointly undertaken with the other North London housing sub-region boroughs (Barnet, Enfield, Hackney, Haringey, Islington and Westminster)
- an Strategic Flood Risk Assessment has been produced jointly with Enfield, Hackney, Haringey and Islington
- a Decentralised Energy Initiative with Brent and the London Development Agency
- as part of the Drain London project a Surface Water Management Plan produced jointly with Brent and Harrow.

## 20.13 Monitoring

**20.13.1** We will monitor the effectiveness of the Core Strategy in delivering its objectives by assessing performance against a series of indicators as set out in Appendix B.

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

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

### **Policy CS15: Delivering the Core Strategy**

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

- utilise the Infrastructure Delivery Plan to improve understanding of current and future assets and their long term investment and management;
- work with relevant providers and developers to ensure that necessary infrastructure is secured and delivered in time to support Barnet's consolidated growth and development and provide the facilities needed for the borough's communities;
- use planning obligations where appropriate alongside other suitable funding mechanisms to support the delivery of infrastructure, facilities and services to meet needs generated by development and mitigate the impact of development;
- work with neighbouring boroughs to co-ordinate delivery across boundaries; and
- monitor the implementation of the Core Strategy and publish the results in our Annual Monitoring Report.

### **Key References**

- Annual Monitoring Reports
- Barnet Sustainable Community Strategy – 2010 – 2020
- Community Infrastructure Levy Regulations, Statutory Instrument, 2010
- Engagement Agreement – LB Barnet & NHS Barnet, 2009
- Infrastructure Delivery Plan
- Interim Guidance Note on S106 – Responding to the Recession, 2009
- London – Luton Corridor Prospectus, North London Strategic Alliance, 2009
- London Plan, 2011
- National Planning Policy Framework
- New Southgate SPD, LB Enfield
- North Circular Road Area Action Plan, LB Enfield
- North London Strategic Flood Risk Assessment, 2008
- Sustainable Design and Construction SPD



## Appendix A: Brent Cross – Cricklewood

| Suite of 'Saved' UDP Policies on Brent Cross – Cricklewood |  |
|--|--|
| <b>Policy GCrick</b>                                       | Cricklewood, Brent Cross and West Hendon Regeneration Area |
| <b>Policy C1</b>   | Comprehensive Development                                  |
| <b>Policy C1(A)</b>  | West Hendon  |
| <b>Policy C2</b>   | Urban Design – High Quality                                |
| <b>Policy C3</b>   | Urban Design – Amenity                                     |
| <b>Policy C4</b>   | Sustainable Design   |
| <b>Policy C5</b>   | West Hendon and Cricklewood Town Centres                   |
| <b>Policy C6</b>   | Brent Cross New Town Centre                                |
| <b>Policy C7</b>   | Transport Improvements                                     |
| <b>Policy C8</b>   | Parking Standards  |
| <b>Policy C9</b>   | Housing and Community Development                          |
| <b>Policy C10</b>  | Employment   |
| <b>Policy C11</b>  | Implementation   |

## Appendix B: Core Strategy Monitoring Indicators

### Core Strategy Monitoring Indicators Indicators and Key Targets

LBB COI – Core output indicator reported in Barnet’s AMR

LP AMR – Reported in the London Plan AMR

LBB New – New indicator to be reported

| CS Policy  | Indicator  | Key Target  |
|--|--|---|
| CS1 – Barnet’s place shaping strategy – the Three Strands Approach | Net additional dwellings per annum (LBB COI).  | Deliver 22,000 new homes between 2011/12 and 2021/22.<br>Deliver 28,000 new homes between 2011/12 and 2025/26.  |
|  | Housing quality – building for life (LBB COI).   | To deliver an annual increase in the proportion of completed major housing schemes assessed under Building for Life Standard and meeting the ‘good’ standard. |
|  | Amount of borough designated Metropolitan Open Land/Green Belt (LBB New).  | Maintain area of land (within LB Barnet) designated Green Belt (2,466 Ha) and Metropolitan Open Land (690 Ha).  |
|  | Coverage of Town Centres with Town Centre Frameworks or their equivalent (LBB New).  | Adopt Town Centre Frameworks for Priority Town Centres by 2015/16 (Chipping Barnet, Edgware, Finchley Church End and North Finchley).                         |
| CS2 – Brent Cross – Cricklewood                                    | <p>This section sets out the key monitoring indicators which we will use to monitor proactively progress being made towards initiation of the development permitted by the planning permission for the Brent Cross – Cricklewood regeneration project which is described in the information box contained in Section 7 of the Core Strategy and referred to in Policy CS2. This is an important strategic policy and if the anticipated progress towards implementation of the planning permission (or any associated permission) is not achieved, we will consider whether there is a need to review the Core Strategy and/or to consider alternative policy initiatives to fulfil the community’s needs. We will not apply the milestones set out in this section rigidly. They will be used in a flexible and sensible manner to gauge progress towards implementation of this important regeneration project and to assess the risk that the benefits and outputs from it (as anticipated in the Core Strategy) may be delayed or lost. If such a risk is found to exist in the course of monitoring and review, will carefully consider measures that may be needed to address it, including the possibility of a review of the Core Strategy.</p> <p>The key milestone for the regeneration of Brent Cross – Cricklewood is likely to be the Phase 1 Compulsory Purchase Order. If by the end of 2014 any CPO that is required to deliver Phase 1 and commence the development has not been made and submitted for confirmation we will instigate a review of the policy framework for Brent Cross – Cricklewood. The form of the review will be set out in a revision to the Local Development Scheme.</p> <p><b>Between 2010 and end 2012</b></p> <ul style="list-style-type: none"> <li>• Grant of the planning permission for Brent Cross-Cricklewood;</li> <li>• Completion of a Planning Performance Agreement in accordance with paragraph 22 of Schedule 2 to the Initial Planning Agreement;</li> <li>• BXC Public Consultation Strategy approved (Condition 1.23) and planning and development forums established (if appropriate);</li> <li>• Detailed topographical and geotechnical surveys undertaken;</li> <li>• Existing Open Space site measurement approved (Condition 2.3)</li> <li>• Detailed relevant transportation survey work undertaken to underpin the pre-commencement transport approvals under the permission;</li> </ul> |   |

## Core Strategy Monitoring Indicators Indicators and Key Targets

LBB COI – Core output indicator reported in Barnet's AMR

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LBB New – New indicator to be reported

### CS Policy

#### CS2 – Brent Cross – Cricklewood continued

- Discharge of relevant pre-reserved matters conditions, including:
  - A5 Corridor Study (Condition 2.7)
  - Construction Consolidation Centre Feasibility Report carried out and approved (Condition 1.9);
  - Framework Servicing and Delivery Strategy (Condition 1.21)
  - Phase 1 Transport Report (Condition 37)
  - Area Wide Walking and Cycling Study (Condition 1.20);
  - BXC Mobility Feasibility Study and Strategy (Condition 1.25)
  - RDF Feasibility Study submitted and approved (Condition 35.3);
  - Vacuum Waste Collection System Feasibility Study approved (Condition 1.24)
- Work commenced in relation to detailed design of the Site Engineering and Preparation Works (Condition 1.8) including:
  - Identification of Remediation Zones and Sub-Zones for Phase 1 (Condition 31.1)
  - Commence preparation of the Site Specific Remediation Strategy for Remediation Zones in Phase 1 (Condition 28.7)
- Detailed design work in relation to alignment of the primary and secondary road network within the development as the basis for fixing the Highways Orders needed to enable the development to proceed (Condition 13.1);
- Site assembly process progressed by way of:
  - negotiations with existing owners and occupiers
  - site acquisition strategy agreed and approved
  - progress in preparing the Residential Relocation Strategy (Condition 1.10) and the Business Relocation Strategy (Condition 46.3)
  - Compulsory Purchase Order boundary defined
- Site referencing process for the CPO commenced.

#### Between 2013 and 2014

- Consultative Access Forum established
- Inclusive Access Strategy and Wayfinding Strategy approved (Condition 1.26)
- Clitterhouse Mobility Scheme approved (Condition 2.2)
- Pedestrian and Cycle Strategy approved (Condition 2.8)
- Estate Management Framework approved (Condition 7)
- Employment Skills Action Plan approved (Condition 10)
- Phase Car Parking Standards approved for Phase 1 (Condition 11.2)
- Scheme for Existing Landscape features in Phase 1 and Phase 1 arboricultural method statement approved (Condition 27)
- Site Engineering and Preparation Works (Phase 1) approved (Condition 1.8) including approvals to:
  - Identification of Remediation Zones and Sub-Zones for Phase 1 (Condition 31.1)
  - Commence preparation of the Site Specific Remediation Strategy for Remediation Zones in Phase 1 (Condition 28.7)

## Core Strategy Monitoring Indicators Indicators and Key Targets

LBB COI – Core output indicator reported in Barnet's AMR

LP AMR – Reported in the London Plan AMR

LBB New – New indicator to be reported

### CS Policy

**CS2 – Brent Cross – Cricklewood**  
continued

- Detailed approvals (Condition 13.1) obtained for:
  - primary and secondary roads in Phase 1
  - Bridge Structure B1 (A406 Templehof Bridge)
  - Brent Cross Pedestrian Underpass
  - Bus Station Temporary Enhancement Works
  - Eastern River Brent Alteration and Diversion Works
  - River Brent Bridges (as relevant to the Eastern River Brent Alteration and Diversion Works)
  - Clarefield Park Temporary Replacement Open Space
  - Clitterhouse Playing Fields (Part 1);
- Other Phase 1A reserved matters approvals (Condition 1.2.1);
- Revised Indicative Construction Programme approved (Conditions 4.3, 4.4 and 5.3);
- Primary Development Delivery Programme and Detailed Delivery (Non PDP) Programme approved (Condition 5);
- Highways Orders made and/or promoted;
  - Construction Accesses approved in relation to the CHP/CCHP and WHF (condition 8.4);
- CPO made and submitted for confirmation.

#### Between 2015 and 2016

- CPO Confirmed;
- All Phase 1 interests acquired;
- All requisite interests in Phase 1 site bound into the Planning Obligations under the Initial Planning Agreement (Condition 6);
- All Necessary Consents for Phase 1 Critical Infrastructure (Pre-Phase) (including highways agreements and bonds) completed and in place (Condition 13.1);
- Phase 1A commences 2016/17 and will be carried out in accordance with the Primary Development Delivery Programme;
- Phase 1B reserved matters applications submitted and approved (2016/17).

#### Between 2016 and 2018

- Phase 1B Commences and will be carried out in accordance with the Primary Development Delivery Programme
- Plot 1C Commences and will be carried out in accordance with the Primary Development Delivery Programme.

## Core Strategy Monitoring Indicators Indicators and Key Targets

LBB COI – Core output indicator reported in Barnet’s AMR

LP AMR – Reported in the London Plan AMR

LBB New – New indicator to be reported

| CS Policy  | Indicator   | Key Target  |
|--|---|---|
| <b>CS3 – Distribution of growth in meeting housing aspirations</b>                     | <p>Net additional dwellings in BXC, Colindale, Granville Road, Mill Hill East, West Hendon, Dollis Valley, Stonegrove and Spur Road and North London Business Park as a proportion of the annual total (LBB New).</p> <p>Delivery of housing in accordance with Table 3.2 – Sustainable Residential Quality of the London Plan.</p> | <p>Delivery of housing units between 2011/12 and 2015/16, 2016/17 and 2020/21, 2021/22 and 2025/26 in accordance with Policy CS3.</p> <p>Delivery of new housing:</p> <ul style="list-style-type: none"> <li>• within range of 35 to 130 units per hectare dependent on PTAL (Suburban)</li> <li>• within range of 35 to 260 units per hectare dependent on PTAL (Urban)</li> <li>• within range of 35 to 405 units per hectare dependent on PTAL (Central)</li> </ul>  |
| <b>CS4 – Providing quality homes and housing choice in Barnet</b>                      | <p>Affordable homes delivered (gross) (LBB COI).</p> <p>Are we building the right homes for the next generation?</p> <p>Net additional gypsy, traveller pitches and travelling showpeople plots (LBB COI).</p> <p>Progress update on regeneration of priority estates (LBB COI).</p>  | <p>Deliver 40% of housing identified in Table 3 rows 4, 5 and 7 as new affordable homes by 2025/26.</p> <p>Delivery of housing mix in line with the Sub Regional Strategic Housing Market Assessment (LBB COI) to include an increase in the proportion of:</p> <ul style="list-style-type: none"> <li>• Social rented homes – 3 bedroom+ (2011 baseline 20% of social rented stock)</li> <li>• Intermediate affordable homes – 4 bedroom+ (2011 baseline 11% of social rented stock)</li> <li>• Market housing – 4 bedrooms+ (2011 baseline 9% of market stock)</li> <li>• (baseline as % of tenure stock – Source: North London SHMA, 2011)</li> </ul> <p>Deliver by 2017</p> <ul style="list-style-type: none"> <li>• Up to 15 pitches for Gypsy and Travellers</li> <li>• Up to 2 plots for Travelling Showpeople</li> <li>• Baseline in 2010/11 is zero.</li> </ul> <p>New homes completed on each priority estate by tenure and dwelling mix.</p> |
| <b>CS5 – Protecting and enhancing Barnet’s character to create high quality places</b> | <p>Net additional dwellings outside the growth areas and regeneration estates (LBB New).</p> <p>Number of, and location of Tall Buildings approved/completed (LBB New).</p> <p>Number of buildings on the heritage assets at risk register (LBB New).</p>   | <p>Delivery of new housing units between 2011/12 and 2015/16, 2016/17 and 2020/21, 2021/22 and 2025/26 in accordance with Table 3 (Rows 1, 4 and 5) – Barnet’s Development Pipeline.</p> <p>New Tall Buildings completed in strategic locations identified in Policy CS5.</p> <p>No increase in number of heritage assets on the heritage assets at risk register (from baseline of 13 listed buildings, 1 scheduled monument and 2 Conservation Areas in 2010/11).</p>   |

## Core Strategy Monitoring Indicators Indicators and Key Targets

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LBB New – New indicator to be reported

| CS Policy   | Indicator  | Key Target  |
|---|--|---|
| <b>CS6 – Promoting Barnet’s town centres</b>                | <p>Total amount of new floorspace for Town Centre Uses (LBB COI)</p> <p>Net additional dwellings in town centres (LBB New).</p>  | <p>Deliver an additional 2,200m<sup>2</sup> of convenience floorspace by 2021/26 focused on the following sub-areas – East and West (see para 11.3.8 for sub-areas).</p> <p>Deliver an additional 16,800m<sup>2</sup> of comparison floorspace by 2021/26 focused on the following sub-areas – East, West and South West (see para 11.3.8 for sub-areas).</p> <p>Delivery of housing units between 2011/12 and 2015/16, 2016/17 and 2020/21, 2021/22 and 2025/26 in accordance with Table 3 (Row 4) – Barnet’s Development Pipeline.</p>  |
| <b>CS7 – Enhancing and protecting Barnet’s open spaces</b>  | <p>Protection of public open space (LP AMR).</p> <p>% of borough with public access to open space and nature reserves (LBB New).</p> <p>Additional on-site open space in regeneration and development areas (LBB New).</p>   | <p>No net loss of public open space in Barnet’s parks from 2010/11 baseline of 488 ha.</p> <p>Reduce areas of public open space deficiency in North and East Finchley by delivering Green Infrastructure in those areas in accordance with the IDP.</p> <p>By 2025/26 deliver 18.5 ha of new public open space in Brent Cross Cricklewood, Colindale and Mill Hill East.</p>  |
| <b>CS8 – Promoting a strong and prosperous Barnet</b>       | <p>Total amount of net additional floorspace – by type and location [employment areas, town centres or other] (LBB COI).</p> <p>Employment land available – by type (LBB COI).</p> <p>Commercial rents per m<sup>2</sup> across borough (LBB New).</p> <p>16 to 18 year olds who are not in education, training or employment (NEET).</p>  | <p>Deliver 1,500 new jobs in Mill Hill East and Colindale by 2021.</p> <p>Deliver 20,000 new jobs in Brent Cross-Cricklewood by 2026.</p> <p>Deliver an additional 161,000m<sup>2</sup> of business space by 2026 through new build or refurbishment to meet forecast demand in regeneration and development areas and town centres.</p> <p>No significant increase in commercial rents above inflation relative to London average.</p> <p>No increase in NEETs from baseline of 5% of 16 to 18 year olds in 2010/11 relative to London average. London baseline 5% in 2010/11.</p>                         |
| <b>CS9 – Providing safe, effective and efficient travel</b> | <p>Development and delivery of new bus routes (LBB New).</p> <p>Delivery of step free access (LBB New).</p> <p>Impact of School Travel Plans on mode of travel usually used.</p> <p>Mode share by cycling.<br/>(LTDS – proportion of trips by London residents where the trip origin is in Barnet that are made by cycling).</p> <p>Number of electric car parking spaces (LBB New).</p> | <p>Delivery of transport infrastructure in accordance with Barnet’s IDP including:</p> <ul style="list-style-type: none"> <li>• Rapid Transit Bus Service at Brent Cross Cricklewood</li> </ul> <p>Step free rail and tube stations at Brent Cross Cricklewood</p> <p>Seek to reduce single car use as mode of travel to school. (12% reduction in car use in 2010/11)</p> <p>By 2026 increase mode share of cycling to 4.3% of all trips (Baseline of 1% of all trips in 2007/08-2009/10)</p> <p>To meet London Plan target of 1 in every 5 new parking spaces providing an electrical charging point.</p> |

## Core Strategy Monitoring Indicators Indicators and Key Targets

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LP AMR – Reported in the London Plan AMR

LBB New – New indicator to be reported

| CS Policy   | Indicator  | Key Target  |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |
|---|--|---|------|--|-----------|--|-----------|-----|-----------|-------------|------|--|-----------|-----|-----------|-----|-----------|-----------------------------|-----------|-------------|
| <b>CS10 – Enabling inclusive and integrated community facilities and uses</b> | Delivery of the facilities identified in the Infrastructure Delivery Plan (LBB New).<br>New schools provided.  | Delivery of community facilities in accordance with Barnet's IDP.<br>Number of new schools provided (as set out in accordance with Barnet's IDP).   |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |
| <b>CS11 – Improving health and well being in Barnet</b>                       | CS11 – Improving Health and Well Being in Barnet.  | Maintain mortality rates from all circulatory diseases below the London average (For 2006-08 the rate for Barnet was 56.2 deaths from circulatory diseases per 100,000 people. The average for London was 79.4 deaths per 100,000 people).  |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |
| <b>CS12 – Making Barnet a safer place</b>                                     | Perceptions that people in the area work together in their communities (Residents Perception Study).<br>Perceptions of anti-social behaviour (Residents Perception Study).   | No decrease in perception that people in the area work together in their communities from baseline of 62% in the 2010/11 Residents Perception Study.<br>No decrease in number of people who feel safe during the day from baseline of 95% in the 2010/11 Residents Perception Study.  |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |
| <b>CS13 – Ensuring the efficient use of natural resources</b>                 | Per capita CO <sub>2</sub> emissions in the Borough.<br><br>NOx and primary PM10 emissions (LBB Air Quality Management Area).  | For Major Development meet the following targets for CO <sub>2</sub> reduction in buildings:<br><b>Residential buildings</b><br><table border="1"> <thead> <tr> <th>Year</th> <th>Improvement on 2010 Building Regulations</th> </tr> </thead> <tbody> <tr> <td>2010-2013</td> <td>25% (code for sustainable homes level 4)</td> </tr> <tr> <td>2013-2016</td> <td>40%</td> </tr> <tr> <td>2016-2031</td> <td>Zero carbon</td> </tr> </tbody> </table> <b>Non domestic buildings</b><br><table border="1"> <thead> <tr> <th>Year</th> <th>Improvement on 2010 Building Regulations</th> </tr> </thead> <tbody> <tr> <td>2010-2013</td> <td>25%</td> </tr> <tr> <td>2013-2016</td> <td>40%</td> </tr> <tr> <td>2016-2019</td> <td>as per building regulations</td> </tr> <tr> <td>2019-2031</td> <td>Zero Carbon</td> </tr> </tbody> </table> No increase for the annual mean and the hourly mean of NOx and the annual mean and daily mean for PM10 above 2010/11 baseline. | Year | Improvement on 2010 Building Regulations | 2010-2013 | 25% (code for sustainable homes level 4) | 2013-2016 | 40% | 2016-2031 | Zero carbon | Year | Improvement on 2010 Building Regulations | 2010-2013 | 25% | 2013-2016 | 40% | 2016-2019 | as per building regulations | 2019-2031 | Zero Carbon |
| Year  | Improvement on 2010 Building Regulations   |   |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |
| 2010-2013   | 25% (code for sustainable homes level 4)   |   |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |
| 2013-2016   | 40%  |   |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |
| 2016-2031   | Zero carbon  |   |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |
| Year  | Improvement on 2010 Building Regulations   |   |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |
| 2010-2013   | 25%  |   |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |
| 2013-2016   | 40%  |   |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |
| 2016-2019   | as per building regulations  |   |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |
| 2019-2031   | Zero Carbon  |   |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |
| <b>CS14 – Dealing with our waste</b>  | Capacity of waste management facilities both new and existing (North London Waste Plan will identify indicators and targets across all seven boroughs which will be reported in each boroughs AMR).<br>Residual household waste. | Targets as set out in North London Waste Plan.<br><br>Year on year reduction in kgs of residual household waste per household from baseline of 717 kg for 2010/11 (Corporate Plan - CPI 4001).  |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |
| <b>CS15 – Delivering the Core Strategy</b>                                    | Delivery of identified infrastructure projects in the Infrastructure Delivery Plan (LBB New).  | Delivery of projects in accordance with Barnet's IDP.   |      |  |           |  |           |     |           |             |      |  |           |     |           |     |           |                             |           |             |

## Appendix C: Core Strategy and Development Management Policies DPDs and Replacement of UDP Saved Policies (2006)<sup>46</sup>

| UDP saved policies (2006)                   | Replaced by Core Strategy Policy | Replaced by Development Management Policy |
|---|----------------------------------|---|
| Policy GSD Sustainable Development          | CS1, CS13                        | DM01, DM04                                |
| Policy GMixed Use Mixed Use                 | CS1, CS6, CS9                    | DM11                                      |
| Policy GWaste – Waste Disposal              | CS14                             |   |
| Policy GBEEnv1 Character                    | CS5                              | DM01                                      |
| Policy GBEEnv2 Design                       | CS1, CS5                         | DM01, DM02                                |
| Policy GBEEnv3 Safe Environment             | CS5, CS9, CS12                   | DM03                                      |
| Policy GBEEnv4 Special Area                 | CS5, CS7                         | DM06, DM15, DM16                          |
| Policy GL1 Sport and Recreation             | CS7, CS10                        | DM13, DM15,                               |
| Policy GL2 Tourist Facilities               | CS6                              | DM11                                      |
| Policy GRoadNet Road Network                | CS9                              | DM17                                      |
| Policy GParking Parking                     |                                  | DM17                                      |
| Policy GCS1 Community Facilities            | CS10                             | DM13                                      |
| Policy GEMP1 Protecting Employment Sites    | CS8                              | DM14                                      |
| Policy GEMP2 Promoting Business Activities  | CS8                              |   |
| Policy GEMP3 Maximising Job Creation        | CS8                              | DM11, DM12, DM14                          |
| Policy GEMP4 Protecting Employment Land     | CS8                              | DM14                                      |
| Policy GTCR1 Retailing and Town Centres     | CS6                              | DM11, DM12                                |
| Policy GTCR2 Range of retail services       | CS6                              | DM11, DM12                                |
| Policy ENV5 – Aggregates Facilities         |                                  | DM01, DM04, DM17                          |
| Policy ENV6 – Light Pollution               |                                  | DM01                                      |
| Policy ENV7 – Air Pollution                 | CS13                             | DM04                                      |
| Policy ENV12 – Noise Generating Development | CS13                             | DM04                                      |
| Policy ENV13 – Minimising Noise Disturbance | CS13                             | DM04                                      |
| Policy ENV14 – Contaminated Land            |                                  | DM04                                      |
| Policy ENV15 – Notifiable Installations     |                                  | DM04                                      |
| Policy D1 – High Quality Design             | CS1, CS5                         | DM01, DM02                                |
| Policy D2 – Character                       | CS5                              | DM01                                      |
| Policy D3 – Spaces                          | CS5                              | DM01, DM02                                |
| Policy D4 – Over-development                | CS5                              | DM01, DM02                                |
| Policy D5 – Outlook                         |                                  | DM01, DM02                                |
| Policy D6 – Street Interest                 | CS1, CS5, CS6                    | DM01, DM11                                |
| Policy D9 – Designing Out Crime             | CS12                             | DM02                                      |

46. Excluding polices on Brent Cross – Cricklewood in Appendix A of the Core Strategy.

| UDP saved policies (2006)  | Replaced by Core Strategy Policy | Replaced by Development Management Policy |
|--|----------------------------------|---|
| Policy D10 – Improving Community Safety                                      | CS12                             | DM02                                      |
| Policy D11 – Landscaping   | CS5, CS7                         | DM01, DM02, DM15                          |
| Policy D12 – Tree Preservation Orders  | CS7                              | DM01                                      |
| Policy D13 – Tree Protection and Enhancement                                 | CS7                              | DM01                                      |
| Policy D14 – Important Hedgerows   | CS7                              | DM16                                      |
| Policy D15 – Other Hedgerows   | CS7                              | DM16                                      |
| Policy D16 – Telecommunications  |                                  | DM18                                      |
| Policy D17 – High Buildings – Acceptable Locations                           | CS1, CS5                         | DM05                                      |
| Policy D18 – High Buildings – Unacceptable Locations                         | CS1, CS5                         | DM05                                      |
| Policy D21 – Hoardings   |                                  | DM01                                      |
| Policy D22 – Design and Shopfronts   |                                  | DM01                                      |
| Policy D23 – Traditional Shopfronts  |                                  | DM01                                      |
| Policy D24 – New Shopfronts  |                                  | DM09                                      |
| Policy HC1 – Conservation Areas – Preserving or Enhancing                    | CS5                              | DM06                                      |
| Policy HC2 – Conservation Areas – Outline Applications                       |                                  | DM06                                      |
| Policy HC5 – Areas of Special Character                                      | CS5                              | DM01                                      |
| Policy HC6 – West Heath/Golders Hill Park Area                               |                                  |   |
| Policy HC7 – Development in West Heath/Golders Hill Park Area                |                                  |   |
| Policy HC8 – The Bishop’s Avenue   |                                  |   |
| Policy HC14 – Locally Listed Buildings – Demolition                          |                                  | DM06                                      |
| Policy HC15 – Locally Listed Buildings – Safeguarding                        |                                  | DM06                                      |
| Policy HC17 – Archaeological Remains   | CS5                              | DM06                                      |
| Policy HC22 – Battlefield Site   | CS5                              | DM06                                      |
| Policy O1 – Green Belt/Metropolitan Land                                     | CS7                              | DM15                                      |
| Policy O2 – Green Belt/Metropolitan Land – New buildings and uses            |                                  | DM15                                      |
| Policy O3 – Green Belt/Metropolitan Land – Extensions of buildings           |                                  | DM15                                      |
| Policy O4 – Green Belt – Major developed sites                               |                                  |   |
| Policy O5 – Green Belt/Metropolitan Land – Replacement of existing dwellings |                                  | DM15                                      |
| Policy O6 – Green Belt/Metropolitan Land – Re-use of buildings               |                                  | DM15                                      |
| Policy O7 - Green Belt/Metropolitan Land – adjacent land                     |                                  | DM15                                      |
| Policy O8 – Green Belt – Agricultural Land                                   | CS7                              |   |

| UDP saved policies (2006)   | Replaced by Core Strategy Policy | Replaced by Development Management Policy |
|---|----------------------------------|---|
| Policy O12 – Green Chains   | CS7                              | DM15                                      |
| Policy O13 – Green Corridors  | CS7                              | DM15                                      |
| Policy O17 – Ecological Impact Statement                                      |                                  | DM16                                      |
| Policy O18 – Watling Chase Community Forest                                   | CS7                              |   |
| Policy L1 – Arts, Culture and Entertainment (ACE) – Loss of Facilities        | CS10                             | DM13                                      |
| Policy L3 – Arts, Culture and Entertainment Facilities – Development Criteria |                                  | DM11, DM13                                |
| Policy L5 – Arts, Culture and Entertainment Facilities – Planning Obligations | CS15                             |   |
| Policy L6 – Designing in Art  |                                  |   |
| Policy L7 – Tourist Facilities – Preferred Locations                          | CS6                              | DM11                                      |
| Policy L8 – Tourist Facilities – Retention                                    | CS6                              | DM11                                      |
| Policy L10 – Hotels – Development Criteria                                    |                                  | DM11                                      |
| Policy L11 – Public Open Space  | CS7                              | DM15                                      |
| Policy L12 – Public Open Space – Areas of Deficiency                          | CS7                              | DM15                                      |
| Policy L13 – New Public Routes  | CS7                              |   |
| Policy L14 – Public Open Space – Improved Provision                           | CS7                              |   |
| Policy L15 – Metropolitan Walks   | CS7                              |   |
| Policy L16 – Allotments   | CS7                              | DM15                                      |
| Policy L19 – Sports Grounds and Playing Fields – New Provision                | CS7                              | DM15                                      |
| Policy L20 – Floodlighting of Sports Facilities                               |                                  | DM01                                      |
| Policy L21 – Synthetic Sports Pitches   | CS7                              | DM15                                      |
| Policy L22 – Golf Courses   |                                  | DM01, DM15                                |
| Policy L23 – Indoor Sports and Recreation Facilities – Protection             | CS10                             | DM13                                      |
| Policy L24 – Indoor Sports and Recreation Facilities – New Provision          | CS10                             | DM13                                      |
| Policy L25 – Indoor Sports and Recreation Facilities – Preferred Locations    | CS10                             | DM13, DM15                                |
| Policy L26 – Indoor/Outdoor Sports and Recreation Facilities                  | CS7, CS10                        |   |
| Policy L27 – Indoor/Outdoor Sports and Recreation Facilities                  | CS7, CS10                        |   |
| Policy M1 – Transport Accessibility   | CS9                              | DM17                                      |
| Policy M2 – Transport Impact Assessments                                      | CS9                              | DM17                                      |
| Policy M3 – Travel Plans  | CS9                              | DM17                                      |

| UDP saved policies (2006)   | Replaced by Core Strategy Policy | Replaced by Development Management Policy |
|---|----------------------------------|---|
| Policy M4 – Pedestrians and Cyclists – Widening Opportunities         | CS9                              | DM17                                      |
| Policy M5 – Pedestrians and Cyclists – Improved Facilities            | CS9                              | DM17                                      |
| Policy M6 – Public Transport – Use                                    | CS9                              |   |
| Policy M7 – Public Transport – Improvements                           | CS9                              |   |
| Policy M8 – Road Hierarchy  |                                  | DM17                                      |
| Policy M9 – Road Improvement Schemes                                  | CS9, CS15                        |   |
| Policy M10 – Reducing Traffic Impact                                  | CS9                              | DM17                                      |
| Policy M11 – Safety of Road Users                                     | CS9                              | DM17                                      |
| Policy M12 – Safety of Road Network                                   | CS9                              | DM17                                      |
| Policy M13 – Safe Access to New Development                           | CS9                              | DM17                                      |
| Policy M14 – Parking Standards  |                                  | DM17                                      |
| Policy M15 – Rail Freight   | CS9                              |   |
| Policy M16 – Lorries – Controls on Movements                          | CS9                              | DM17                                      |
| Policy M17 – Lorries – Deliveries and Servicing                       | CS9                              | DM11, DM17                                |
| Policy H1 – Housing – Allocated Sites                                 | CS3                              |   |
| Policy H2 – Housing – Other Sites                                     | CS3                              |   |
| Policy H3 – Loss of Residential Uses                                  |                                  | DM07                                      |
| Policy H5 – Affordable Housing  | CS4                              | DM10                                      |
| Policy H8 – Affordable Housing – Commuted Payments                    |                                  | DM10                                      |
| Policy H9 – Houses in Multiple Occupation                             | CS4                              | DM09                                      |
| Policy H10 – Accommodation for Homeless People                        | CS4                              | DM09                                      |
| Policy H11 – Accommodation for Homeless People – Planning Obligations |                                  | DM09                                      |
| Policy H12 – Special Needs Housing                                    | CS4, CS10                        | DM09                                      |
| Policy H15 – Sites for Gypsies and Other Travelling People            | CS4                              |   |
| Policy H16 – Residential Development – Character                      | CS5                              | DM01                                      |
| Policy H17 – Residential Development – Privacy Standards              |                                  | DM01, DM02                                |
| Policy H18 – Residential Development – Amenity Space Standards        |                                  | DM01, DM02                                |
| Policy H20 – Residential Development – Public Recreational Space      | CS7                              | DM02, DM15                                |
| Policy H21 – Residential Density                                      | CS3                              |   |
| Policy H23 – Conversion of Residential Property                       |                                  | DM01                                      |

| <b>UDP saved policies (2006)</b>                                       | <b>Replaced by Core Strategy Policy</b> | <b>Replaced by Development Management Policy</b> |
|--|---|--|
| Policy H24 – Conversion of Non-residential Uses                        | CS6, CS8, CS10                          | DM01, DM11, DM14                                 |
| Policy H26 – Conversion of Residential Property – Design               |   | DM02   |
| Policy H27 – Extensions to Residential Property                        |   | DM01   |
| Policy CS1 – Community and Religious Facilities                        | CS10                                    | DM13   |
| Policy CS2 – Community and Religious Facilities – Planning Obligations | CS10, CS15                              |  |
| Policy CS3 – Community and Religious Facilities – Protection           | CS10                                    | DM13   |
| Policy CS4 – Educational Facilities                                    | CS10                                    | DM13   |
| Policy CS5 – Educational Facilities – Shared Use                       | CS10                                    | DM13   |
| Policy CS6 – New School Sites  | CS10                                    | DM13   |
| Policy CS7 – Surplus Educational Land and Buildings                    | CS10                                    | DM13   |
| Policy CS8 – Educational Needs   | CS10                                    |  |
| Policy CS9 – Enlargement of School Facilities                          | CS10                                    | DM13   |
| Policy CS10 – Health Care Facilities                                   | CS10, CS11                              | DM13   |
| Policy CS11 – Health Care Facilities – Multiple Use                    | CS10, CS11                              | DM13   |
| Policy CS12 – Social Day Care Facilities                               | CS10, CS11                              | DM13   |
| Policy CS13 – Health and Social Care Facilities                        | CS10, CS11                              |  |
| Policy CS14 – Surplus Health Care Facilities                           | CS10, CS11                              | DM13   |
| Policy CS15 – Cemeteries and Crematoria                                | CS10                                    | DM01, DM13                                       |
| Policy CS16 – Utility Companies and Statutory Undertakers              | CS15                                    |  |
| Policy GEMP1 – Protecting Employment Sites                             | CS8                                     | DM14   |
| Policy EMP1 – Primary Industrial Sites and Business Parks              | CS8                                     | DM14   |
| Policy EMP2 – Employment Land – Protection                             | CS8                                     | DM14   |
| Policy EMP3 – Employment Land – Consolidation                          | CS8                                     | DM14   |
| Policy EMP4 – North London Business Park                               | CS3                                     |  |
| Policy EMP5 – Warehousing  | CS8                                     | DM14   |
| Policy EMP6 – Offices – New Development                                | CS8                                     | DM14   |
| Policy EMP7 – Offices – Re-use   | CS8                                     | DM14   |
| Policy EMP8 – Small Businesses   | CS8                                     | DM14   |
| Policy EMP9 – New Residential Development                              |   |  |
| Policy EMP10 – Live Work Accommodation                                 |   |  |
| Policy TCR1 – Sequential Approach                                      | CS6                                     | DM11   |
| Policy TCR2 – Town Centre Development Sites – Identified               | CS6                                     |  |

| UDP saved policies (2006)  | Replaced by Core Strategy Policy | Replaced by Development Management Policy |
|--|----------------------------------|---|
| Policy TCR3 – Town Centre Development Sites – New                      |                                  |   |
| Policy TCR5 – Edge-of-Centre   | CS6                              | DM11                                      |
| Policy TCR7 – Out-of-Centre Locations                                  |                                  | DM11                                      |
| Policy TCR10 – Primary Retail Frontages                                |                                  | DM11                                      |
| Policy TCR11 – Secondary Retail Frontages                              |                                  | DM11                                      |
| Policy TCR12 – Evening Uses in Town Centres                            | CS6                              | DM11                                      |
| Policy TCR13 – Residential Development in Town Centres                 | CS6                              | DM11                                      |
| Policy TCR14 – Minicab Offices   |                                  |   |
| Policy TCR15 – Car Showrooms   |                                  |   |
| Policy TCR16 – New Markets   |                                  |   |
| Policy TCR18 – Mixed Use Development                                   | CS1, CS6, CS9                    | DM11                                      |
| Policy TCR17 – North Finchley Town Centre                              | CS3, CS6                         |   |
| Policy TCR19 – Neighbourhood Centres, Shopping Parades and Local Shops | CS6                              | DM12                                      |
| Policy TCR21 – Town Centre Environmental Quality                       | CS5, CS6                         | DM11                                      |
| Policy TCR22 – Design of New Retail Development                        |                                  | DM11                                      |
| Policy IMP1 – Priorities for Planning Obligations                      | CS15                             |   |
| Policy IMP2 – Use of Planning Obligations                              | CS15                             |   |

## Appendix D: Local Plan Glossary and List of Acronyms

| Local Plan Glossary                        |   |
|--|---|
| Term                                       | Definition  |
| <b>Accessibility</b>                       | The ease with which goods, services and employment are accessible and available.  |
| <b>Accessible transport</b>                | Transport services and vehicles designed and operated to be useable by people with disabilities and other transport disadvantaged people: such as the elderly, parents with prams and children and wheelchair users.  |
| <b>Affordable housing</b>                  | Housing intended to meet the needs of eligible households including availability at a cost low enough for them to afford. This is determined with regard to local incomes and local house prices. Affordable housing includes social rented, intermediate and affordable rented housing.  |
| <b>Affordable Rented Housing</b>           | Housing that is let by local authorities or private registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is subject to rent controls that require a rent of no more than 80% of the local market rent (including service charges, where applicable).  |
| <b>Air Quality Management Area (AQMA)</b>  | Areas where air quality objectives are not being met are normally designated as Air Quality Management Areas. It is then a requirement that affected Local Authorities implement a plan to improve air quality – a local Air Quality Action Plan.   |
| <b>Ambient Noise</b>                       | Ongoing sound in the environment such as from transport and industry, as distinct from individual events, such as a concert. Unless stated otherwise, noise includes vibration.   |
| <b>Amenity</b>                             | Element of a location or neighbourhood that helps to make it attractive or enjoyable for residents and visitors   |
| <b>Outdoor amenity space</b>               | Those open areas within a development which are used exclusively by the occupants for their recreation. These could be private gardens or communal open spaces.   |
| <b>Ancillary use</b>                       | A use which is subservient to the main use of the building or site.   |
| <b>Annual Monitoring Report (AMR)</b>      | Part of the Local Plan which monitors (measures) and assesses the implementation of the Local Development Scheme and the extent to which policies in the Local Development Documents are being successfully implemented. Rebranded as the Authorities Monitoring Report under S113 of the Localism Act 2011.  |
| <b>Area Action Plan (AAP)</b>              | A Development Plan Document focused upon a specific location or an area/s subject to conservation or significant change.  |
| <b>Area of Archaeological Significance</b> | Sites identified as containing remains of archaeological significance and are afforded greater protection from potentially harmful development. The Council with the assistance of English Heritage, the Museum of London and the Hendon and District Archaeological Society, have identified 19 specific sites in which are considered to be 'Local Areas of Archaeological Significance'. |
| <b>Areas for Intensification</b>           | Identified in the London Plan as areas that have significant potential for increases in residential, employment and other uses through development of sites at higher densities with more mixed and intensive use but at a level below that which can be achieved in the Opportunity Areas.   |
| <b>Article 4 Direction</b>                 | A power available under the 1995 General Development Order allowing the Council to restrict permitted development rights in identified locations and require planning permission to be obtained from the Council.   |
| <b>Biodiversity</b>                        | The variety of plants and animals and other living things in a particular area or region. It encompasses habitat diversity, species diversity and genetic diversity.  |
| <b>Biomass</b>                             | The total dry organic matter or stored energy of plant matter. As a fuel it includes energy crops and sewage as well as forestry and agricultural residues.   |
| <b>Blue Ribbon Network</b>                 | A spatial policy covering London's waterways and water spaces and land alongside them.  |
| <b>BME (Black and Minority Ethnicity)</b>  | Includes members of the following British and international ethnicities: Bangladeshi, Pakistani, Indian, Indian other, Chinese, Asian other, Black African, Black Caribbean, other Black background, White and Asian mixed, White and African Caribbean mixed, other mixed background and other ethnic  |

| Local Plan Glossary   |  |
|---|--|
| Term  | Definition   |
| <b>Brown Roofs</b>  | Roofs which have a layer of soil or other material which provides a habitat or growing medium for plants or wildlife.  |
| <b>Brownfield Land</b>  | Land that has previously been used or developed and is not currently fully in use, although it may be partially occupied or utilised. It may also be vacant, derelict or contaminated. This excludes open spaces and land where the remains of previous use have blended into the landscape, or have been overtaken by nature conservation value or amenity use and cannot be regarded as requiring development. |
| <b>Building Regulations</b>   | Sets minimum construction standards for building works. They exist to ensure the health and safety of people in and around all types of buildings (i.e. domestic, commercial, and industrial). They also provide for energy conservation and access to and use of buildings.   |
| <b>Building Research Establishment Environmental Assessment Method (BREEAM)</b> | Measures the environmental performance of proposed development.  |
| <b>Car Club</b>   | Schemes such as city car clubs and car pools, which facilitate vehicle sharing.  |
| <b>Change of Use</b>  | A material change in the use of land or buildings from one class of use to another as defined by the Use Classes Order constitutes development and therefore requires planning permission.   |
| <b>Code for Sustainable Homes (CSH)</b>   | The Code is an environmental assessment method for rating and certifying the performance of new homes.   |
| <b>Combined Heat &amp; Power (CHP)</b>  | The combined production of electricity and usable heat is known as Combined Heat and Power (CHP). Steam or hot water which would otherwise be rejected when electricity alone is produced, is used for space or process heating.   |
| <b>Commission for Architecture &amp; the Built Environment (CABE)</b>           | Former Government advisory body on architecture, urban design and public space. It's now part of the Design Council.   |
| <b>Communities and Local Government (CLG)</b>                                   | Sets policy on supporting on supporting local government, communities and neighbourhoods; regeneration; housing; planning; building and the environment; and fire.   |
| <b>CommUNITY Barnet</b>   | CommUNITY Barnet is a voluntary organisation which was established in 1979. As part of a national network of Councils for Voluntary Service (CVS), CommUNITY Barnet supports, promotes and co-ordinates an effective voluntary and community sector in the borough to enhance the quality of life for all.   |
| <b>Community Facilities</b>   | Community facilities can include children's play and recreation facilities, services for young people, older people and disabled people, as well as health facilities, education facilities, libraries, community meeting places, pools, arts and exhibition spaces, places of worship and public toilets.   |
| <b>Community Infrastructure Levy (CIL)</b>                                      | CIL is a levy that local authorities in England and Wales can choose to charge on new developments in their area. The money can be used to support development by funding infrastructure that the Council, local community and neighbourhood want.   |
| <b>Community Right to Build Orders (CRBO)</b>                                   | These are essentially Orders made by the local planning authority (under the Town and Country Planning Act 1990) that grants planning permission for a site-specific development proposal or classes of development.   |
| <b>Comparison Goods</b>   | Retail items not usually bought on a regular basis, such as clothes, leisure goods or furniture.   |
| <b>Compulsory Purchase Order (CPO)</b>  | A legal tool which enables the Council where there is a compelling case for the public interest to purchase an area of land or property.   |
| <b>Conservation Area</b>  | Areas of special architectural or historic interest the character and appearance of which it is desirable to preserve or enhance.  |

| Local Plan Glossary                                  |   |
|--|---|
| Term   | Definition  |
| <b>Conservation Area Character Appraisals (CACA)</b> | Explains and justifies the Conservation Area status, forms basis for local planning decisions and provides groundwork for any future policies and projects to preserve or enhance the area.   |
| <b>Contaminated Land</b>                             | Land which contains potentially harmful substances as a result of human activity or from natural causes may be regarded as contaminated land.   |
| <b>Controlled Parking Zone (CPZ)</b>                 | An area where the Council introduces restrictions on parking during certain times.  |
| <b>Convenience Goods</b>                             | Goods purchased on a regular basis which meet the day to day needs of local residents. They require minimum effort in selection and buying e.g. food, newspapers and other goods of a standardised type.  |
| <b>Conversions</b>                                   | The sub-division of residential properties into self-contained flats or maisonettes.  |
| <b>Core Strategy</b>                                 | A Development Plan Document (DPD) setting out the long term spatial vision and strategic objectives for the Local Planning Authority area. It includes a spatial strategy, core policies and a monitoring and implementation framework for achieving them.  |
| <b>Decent Homes Standard</b>                         | A Government standard for housing which requires both Councils and Registered Social Landlords (RSLs) to bring homes to a defined minimum by 2010. A dwelling which: <ul style="list-style-type: none"> <li>• meets the current statutory minimum standard for housing (i.e. a lack of hazards)</li> <li>• is in a reasonable state of repair</li> <li>• has reasonably modern facilities and services</li> <li>• provides a reasonable degree of thermal comfort.</li> </ul> |
| <b>Decentralised Energy Network</b>                  | A Decentralised Energy (DE) network produces heat as well as electricity at or near the point of consumption.   |
| <b>Density</b>                                       | A measure of the intensity of residential development. Usually expressed as the number of habitable rooms per hectare (hrha).   |
| <b>Density Matrix</b>                                | Matrix in the London Plan 2011 which sets out density ranges related to existing building form, massing and public transport accessibility level (PTAL).  |
| <b>Design &amp; Access Statement</b>                 | A statement that accompanies a planning application to explain the design principles and concepts that have informed the development and how access issues have been dealt with.  |
| <b>Development</b>                                   | The carrying out of building, engineering, mining or other operations in, on, over or under the land, or the making of any material change in the use of any buildings or other land. Throughout the DPD the term development is taken to include new development, redevelopment and change of use.   |
| <b>Development Management</b>                        | The process by which a Local Planning Authority receives and considers the merits of a planning application and whether it should be given permission, having regard to the DPD and all other material considerations.  |
| <b>Development Management Policies DPD</b>           | A Development Plan Document setting out the detailed borough-wide implementation planning policies for development and forms the basis for local planning authority decision making.  |
| <b>Development Plan Documents (DPDs)</b>             | Statutory planning documents that form part of the Local Plan including the Core Strategy, Development Management, Site Allocations DPDs and also Area Action Plans.  |
| <b>Disability Discrimination Act (DDA)</b>           | The Disability Discrimination Act 1995 has now been repealed and replaced by the Equality Act 2010. Formerly, it made it unlawful to discriminate against people in respect of their disabilities in relation to employment, the provision of goods and services, education and transport.  |
| <b>District Town Centre</b>                          | Provides convenience goods and services for more local communities and accessible by public transport, walking and cycling. Typically they contain 10,000-50,000 sq.m of retail floorspace. Some District centres have developed specialist shopping functions.   |

| Local Plan Glossary                          |  |
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| Term   | Definition   |
| <b>Dwelling</b>                              | A building or any part of a building that forms a separate and self-contained unit designed to be occupied by a single family or household.  |
| <b>English Heritage</b>                      | A Government advisory body with responsibility for all aspects for protecting and promoting the historic environment, and responsible for advising the Government on the listing of historic buildings (see listed building).  |
| <b>Environment Agency (EA)</b>               | Responsible for preventing or minimising the effects of pollution on the environment. Issues permits to monitor and control activities that handle or produce waste. It also provides up-to-date information on waste management and deals with other matters such as water quality, flood protection and advice.  |
| <b>Environmental Impact Assessment (EIA)</b> | Predicts the effects on the environment of a development proposal, either for an individual project or a higher-level 'strategy' (a policy, plan or programme), with the aim of taking account of these effects in decision-making.  |
| <b>Equality Act 2010</b>                     | The primary purpose of the Act is to consolidate the Acts and Regulations, which formed the basis of anti-discrimination law in Great Britain.   |
| <b>Equality Impact Assessment (EqIA)</b>     | An Equality Impact Assessment is a method of testing whether a policy or approach, affects all community groups in the same way or whether there are significant positive, negative or no impacts on particular groups before a policy is formally introduced.   |
| <b>Evidence Base</b>                         | The information and data gathered by a local authority to demonstrate the soundness of the policy approach set out in development plan documents.  |
| <b>Family Housing</b>                        | Accommodation suitable for households including children, usually consisting of two or more bedrooms.  |
| <b>Flood Risk Assessment (FRA)</b>           | Planning applications for development proposals of 1 hectare or greater in Flood Zone 1 and all proposals for new development located in Flood Zones 2 and 3 should be accompanied by a FRA. This should identify and assess the risks of all forms of flooding to and from the development and demonstrate how these flood risks will be managed, taking climate change into account. For major developments in Flood Zone 1, the FRA should identify opportunities to reduce the probability and consequences of flooding. |
| <b>Flood Zones</b>                           | Flood Zones are the starting point for the sequential approach. Flood Zones refer to the probability of sea and river flooding only, ignoring the presence of existing defences.   |
| <b>General Conformity</b>                    | Development plan documents in London need to be in general conformity with The London Plan. It is up to the Mayor of London to determine if the plans are in general conformity with the London Plan.  |
| <b>General Development Order (GDO)</b>       | Identifies the certain types of usually minor development for which planning permission is not required.   |
| <b>Geographic Information System (GIS)</b>   | Software that displays digital map data and allows users to query and analyse that data.   |
| <b>Greater London Authority (GLA)</b>        | A strategic body constituted under the Greater London Authority Act 1999, consisting of the Mayor of London, the London Assembly and staff, which has responsibility for producing regional strategic policy in a number of areas, including transport, economic development, planning, and the environment for London.  |
| <b>Green Belt</b>                            | A national policy designation that helps to contain development, protect the countryside and promote brownfield development. Development is strictly controlled in the Green Belt.   |
| <b>Green Chain/Link</b>                      | These are areas of linked but separate open spaces and the footpaths between them. They are accessible to the public and provide way-marked paths and other pedestrian and cycle routes.   |
| <b>Green Grid</b>                            | The Green Grid is a strategic framework for creating a network of interlinked, multi-purpose open spaces connecting the Green Belt, Metropolitan Open Land and open space to places where people live and work.  |

| Local Plan Glossary                                   |   |
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| Term  | Definition  |
| <b>Green Infrastructure</b>                           | The open environment within urban areas, the urban fringe and the countryside. It is a network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.   |
| <b>Growth Area Fund (GAF)</b>                         | Guides local delivery of additional housing supply; provides support to produce evidence for infrastructure required to support growth  |
| <b>Gypsies, Travellers' and Travelling Showpeople</b> | Gypsies and Travellers are defined as persons of nomadic habit of life, including such persons who on grounds only of their own or their family's or dependents educational or health needs or old age have ceased to travel temporarily or permanently, but excluding members of an organised group of travelling showpeople or circus people travelling together.<br><br>Travelling Showpeople are defined as members of a group organised for the purposes of holding fairs, circuses or shows (whether or not travelling together as such). This group includes such persons who on grounds only of their own or their family's or dependents educational or health needs or old age have ceased to travel temporarily or permanently, but excludes Gypsies and Travellers. |
| <b>Habitable Room</b>                                 | A room within a dwelling, the primary purpose of which is for living, sleeping or dining, including kitchens where the total area is more than 13m <sup>2</sup> (including fittings), or the dining space if it is divided from the working area by a moveable partition. Rooms exceeding 20m <sup>2</sup> will be counted as two.  |
| <b>Habitats Directive (Regulations) Assessment</b>    | In accordance with the Habitats Directive 92/43/EEC the impacts of a land-use plan are assessed against the conservation objectives of a European Site, which includes Ramsar sites, and to ascertain whether it would adversely affect the integrity of that site.   |
| <b>Health Impact Assessment (HIA)</b>                 | A means of assessing the health impacts of policies, plans and projects, particularly on disadvantaged groups.  |
| <b>Heritage Asset</b>                                 | A building, monument, site, place, area or landscape positively identified as having a degree of significance meriting consideration in planning decisions. 'Heritage asset' includes designated heritage assets and assets identified by the local planning authority (including local listing).   |
| <b>Highways Agency</b>                                | An executive agency of the Department for Transport, responsible for the construction, maintenance and management of the trunk road and motorway network.   |
| <b>Historic Parks &amp; Gardens Register</b>          | A Register kept by English Heritage, which includes town gardens and public parks to the great country estates, reflecting the styles and tastes of past generations. Listed parks and gardens are classified and afforded the same protection as Listed Buildings.   |
| <b>Homes &amp; Communities Agency (HCA)</b>           | The Government's national housing and regeneration agency (formed as a result of a merger between the Housing Corporation and English Partnerships) that funds development of affordable housing, regulates registered social landlords and housing associations in England and brings land back into productive use.   |
| <b>Household</b>                                      | One person living alone, or a group of people who may or may not be related, living or staying temporarily at the same address with common housekeeping, sharing at least one meal a day or occupying a common living or sitting room.  |
| <b>Housing Association</b>                            | A not-for profit body offering for rent independent homes owned by registered social landlords.   |
| <b>Housing in Multiple Occupation (HMO)</b>           | Housing occupied by members of more than one household, such as student accommodation or bedsits.   |
| <b>Housing Trajectory</b>                             | Graph illustrating the supply of projected housing completions up to 2026.  |
| <b>Inclusive Design</b>                               | Creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.   |

| Local Plan Glossary                        |  |
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| Term                                       | Definition   |
| <b>Index of Multiple Deprivation (IMD)</b> | A ward level index made up of six indicators (income, employment, health, deprivation and disability, education, skills and training, housing and geographical access to services) for quantifying the degree of disadvantage in a ward, and which can help to identify areas for regeneration.  |
| <b>Industrial Business Park (IBP)</b>      | Strategic industrial locations that are particularly suitable for activities that need better quality surroundings including research and development, light industrial and higher value general industrial, some waste management, utility and transport functions, wholesale markets and small scale distribution. They can be accommodated next to environmentally sensitive uses.  |
| <b>Infrastructure Delivery Plan (IDP)</b>  | Sets out what social, physical and green infrastructure is required in the Borough to support planned growth in the Local Plan.  |
| <b>Intermediate Housing</b>                | Intermediate affordable housing is housing at prices and rents above those of social rent but below market price or rents, and which meet the criteria set out above. These can include shared equity and other low cost homes for sales, and intermediate rent.   |
| <b>Lifetime Homes</b>                      | Homes designed to meet the changing needs of the population from young children to the elderly, and thereby meeting the varying needs of numerous changes of occupiers in the same home by being designed to be accessible, adaptable and convenient and able to accommodate people with moderate mobility difficulties. Lifetime Homes have 16 design features that ensure that the home will be flexible enough to meet the existing and changing needs of most households – these are set out and explained at <a href="http://www.lifetimehomes.org.uk">www.lifetimehomes.org.uk</a> and are included in the health and well being category of the Code for Sustainable Homes. |
| <b>Lifetime Neighbourhoods</b>             | Are designed to be welcoming, accessible and inviting for everyone, regardless of age, health or disability, is sustainable in terms of climate change, transport services, housing, public services, civic space and amenities making it possible for all people to enjoy a fulfilling life and take part in the economic, civic and social life of the community.  |
| <b>Listed Building</b>                     | An historic building recorded on a statutory list of buildings of 'special architectural or historic interest' compiled by the Secretary of State for Culture, Media and Sport on advice from English Heritage, to ensure that the architectural and historic interest of the building is carefully considered before any alterations, outside or inside, are agreed. A building is graded I, II* or II, with grade I being the highest. Listing includes the interior as well as the exterior of the building, and any buildings or permanent structures (e.g. wells) within the curtilage.   |
| <b>Listed Building Consent</b>             | Consent from the Local Planning Authority required for the demolition of a building, or for any works of alteration/extension which would affect the character of a building, listed as a building of special architectural or historic interest (Planning (Listed Buildings and Conservation Areas) Act 1990).  |
| <b>Local centre</b>                        | See Neighbourhood and local centres.   |
| <b>Local Development Documents (LDDs)</b>  | The collective term for Development Plan Documents, Supplementary Planning Documents (does not form part of the statutory development plan) and other documents including the Statement of Community Involvement.  |
| <b>Local Development Frameworks (LDFs)</b> | Now superseded and replaced with Local Plans as part of the National Planning Policy Framework.  |
| <b>Local Development Scheme (LDS)</b>      | A document setting out the intentions of the local planning authority for its Local Plan; in particular, the Development Plan Documents and Supplementary Planning Documents it intends to produce and the timetable for their production and review.  |
| <b>Local Plan</b>                          | The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current core strategies or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan. The term includes old policies which have been saved under the 2004 Act.  |

| Local Plan Glossary  |   |
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| Term   | Definition  |
| <b>Local Enterprise Partnerships (LEP)</b>                             | Are locally-owned partnerships between local authorities and businesses and play a central role in determining local economic priorities and undertaking activities to drive economic growth and the creation of local jobs. On 17 February 2011, the government announced the approval of the London Enterprise Partnership proposal.  |
| <b>Local Implementation Plans (LIPs)</b>                               | Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.   |
| <b>Local Nature Reserve (LNR)</b>                                      | Sites which offer special opportunities for people to see and learn about wildlife in natural surroundings. LNRs are a statutory designation made under the National Parks and Access to the Countryside Act 1949.  |
| <b>Local Strategic Partnership (LSP)</b>                               | An LSP is a partnership that brings together organisations from the public, private, community and voluntary sector in a local authority area, dedicated to transforming the quality of life in the area.   |
| <b>Localism Act</b>  | <p>In December 2010 the Coalition Government introduced the Localism Bill as part of its objective to shift power back into the hands of individuals, communities and councils and give local people a real share in growth. Following Royal Assent in November 2011, the Bill was enacted. The main features of the Act are :</p> <ul style="list-style-type: none"> <li>• introduction of new freedoms and flexibilities for local government</li> <li>• introduction of new rights and powers for communities and individuals</li> <li>• reform to make the planning system more democratic and more effective</li> <li>• reform to ensure that decisions about housing are taken locally</li> </ul> <p>The Localism Act introduces Neighbourhood Development Plans.</p> |
| <b>London Plan</b>   | The Mayor's London Plan sets out an integrated economic, environmental and social framework for the development of the capital over the next 20-25 years. London boroughs Local Plans need to be in general conformity with the London Plan and it's policies guide decisions on planning applications by councils and the Mayor.   |
| <b>London Underground Limited (LUL)</b>                                | The underground network became a separate entity in 1985, when the UK Government created London Underground Limited (LUL). Since 2003 LUL has been a wholly owned subsidiary of Transport for London (TfL).   |
| <b>Main town centre uses</b>   | Retail development (including warehouse clubs and factory outlet centres); leisure, entertainment facilities the more intensive sport and recreation uses (including cinemas, restaurants, drive-through restaurants, bars and pubs, night-clubs, casinos, health and fitness centres, indoor bowling centres, and bingo halls); offices; and arts, culture and tourism development (including theatres, museums, galleries and concert halls, hotels and conference facilities).   |
| <b>Major Development (applications decided by the London Boroughs)</b> | <p>Major Developments are defined as these:</p> <ul style="list-style-type: none"> <li>• for dwellings: where 10 or more are to be constructed (or if number not given, area is more than 0.5 hectares).</li> <li>• for all other uses: where the floor space will be 1000 sq metres or more (or the site area is 1 hectare or more). The site area is that directly involved in some aspect of the development. Floor space is defined as the sum of floor area within the building measured externally to the external wall faces at each level. Basement car parks, rooftop plant rooms, caretakers' flats etc. should be included in the floor space figure.</li> </ul>   |
| <b>Major Town Centres</b>  | Typically found in inner and some parts of outer London with a borough-wide catchment. They generally contain over 50,000 sq.m of retail floorspace with a relatively high proportion of comparison goods relative to convenience goods. They may also have significant employment, leisure, service and civic functions.   |
| <b>Material Considerations</b>   | Matters that should be taken into account in deciding on a planning application or on an appeal against a planning decision. This includes such things as the number, size, layout, siting, design and external appearance of buildings and the proposed means of access, together with landscaping, impact on the neighbourhood and the availability of infrastructure.  |

| Local Plan Glossary  |   |
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| Term   | Definition  |
| <b>Metropolitan Open Land (MOL)</b>                              | MOL covers areas of major open spaces within urban area that have more than borough-wide significance for their contribution to recreation, leisure and visual amenity, and which receive same presumption against development as Green Belt.   |
| <b>Metropolitan Town Centres</b>                                 | Serve wide catchments which can extend over several boroughs, and into parts of the wider south east region. Typically they contain at least 100,000 sq.m of retail floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, service and leisure functions   |
| <b>Mixed Use Development</b>                                     | Development for a variety of activities (and uses) on single sites or across wider areas such as town centres.  |
| <b>Municipal solid waste (MSW)</b>                               | Includes all waste under control of local authorities or agents acting on their behalf. It includes all household waste, street litter, waste delivered to council recycling points, municipal parks and gardens wastes, council office waste, Civic Amenity waste, and some commercial waste from shops and smaller trading estates where local authorities have waste collection agreements in place. It can also include industrial waste collected by a waste collection authority with authorisation of the waste disposal authority.  |
| <b>National Planning Policy Framework (NPPF)</b>                 | Sets out Government's planning policies for England and how they are expected to be applied. The NPPF replaces 44 planning documents, primarily Planning Policy Statements (PPS) and Planning Policy Guidance (PPGs), which previously formed Government Policy towards planning.   |
| <b>Nature Conservation</b>                                       | Protection, management and promotion for the benefit of wild species and habitats, as well as the human communities that use and enjoy them. This also covers the creation and re-creation of wildlife habitats and the techniques that protect genetic diversity and can be used to include geological conservation.   |
| <b>Nature Reserve</b>  | There are three designations of nature reserve: – National Nature Reserve (NNR) – An area of national or international importance, that are managed by Natural England or approved bodies, primarily for the benefit of nature conservation;<br><br>Local Nature Reserve (LNR) – A habitat of local significance that makes a useful contribution both to nature conservation and for the public to see, learn and enjoy wildlife (declared under Section 21 of the National Parks and Access to the Countryside Act 1949).<br><br>Non-statutory Nature Reserves – Nature Reserves established and managed by a variety of public and private bodies. |
| <b>NEET – those Neither in Employment, Education or Training</b> | Originally a UK Government classification for young adults aged between 16 and 19 (sometimes 16 to 18) who, for whatever reason, are not in employment, education or training. This classification does include those who are long term sick or who might be looking after family members.  |
| <b>Neighbourhood &amp; local town centres</b>                    | Typically serve a localised catchment often most accessible by walking and cycling and include local parades and small clusters of shops, mostly for convenience goods and other services. They may include a small supermarket (less than 2,000 sq. m), sub-post office, pharmacy, laundrette and other useful local services. Together with District centres they can play a key role in addressing areas deficient in local retail and other services.   |
| <b>Neighbourhood Development Orders (NDO)</b>                    | An Order made by a local planning authority (under the Town and Country Planning Act 1990) through which Parish Councils and neighbourhood forums can grant planning permission for a specific development proposal or classes of development.  |
| <b>Neighbourhood Plans</b>                                       | A plan prepared by a Parish Council or Neighbourhood Forum for a particular neighbourhood area (made under the Planning and Compulsory Purchase Act 2004).  |
| <b>New Homes Bonus</b>   | The New Homes Bonus is designed to create an effective fiscal incentive to encourage local authorities to facilitate housing growth. It is based on the Council Tax of additional homes.  |

| Local Plan Glossary                                      |  |
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| Term   | Definition   |
| <b>North London Strategic Alliance (NLSA)</b>            | The North London Strategic Alliance (NLSA) was established in 1999 as the sub-regional strategic partnership for North London and brings together public, private and voluntary sector organisations. The NLSA is politically led with a core membership made up of those local authorities which constitute the north London area. The key purpose of the NLSA is to develop and articulate a clear vision for north London, and to provide the strategic leadership to ensure that the vision is realised.   |
| <b>North London Waste Authority (NLWA)</b>               | Statutory waste disposal authority established in 1986 to arrange the disposal of waste collected by its seven constituent boroughs: Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest.   |
| <b>North London Waste Plan (NLWP)</b>                    | The North London Waste Plan sets out the planning framework for waste management in the London boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest for the next 15 years up to 2027. It identifies sites for waste management use and sets out policies for determining waste planning applications.  |
| <b>Opportunity Areas</b>                                 | London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and / or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport and accessibility.   |
| <b>Out of Centre</b>                                     | A location clearly separated from a town centre that can still be in an urban area.  |
| <b>Outer London Commission (OLC)</b>                     | The Outer London Commission (OLC) was established by the Mayor of London to advise how Outer London can play its full part in the city's economic success.   |
| <b>Outdoor amenity space</b>                             | Those open areas within a development which are used exclusively by the occupants for their recreation. These could be private gardens or communal open spaces.  |
| <b>Permitted Development Rights</b>                      | Rights to carry out certain limited forms of development without the need to make an application for planning permission, as granted under the terms of the Town and Country Planning (General Permitted Development) Order 1995.  |
| <b>Planning Conditions</b>                               | Planning conditions are provisions attached to the granting of planning permission. The Government's five policy tests for conditions are that they must be necessary, relevant to planning, relevant to the development to be permitted, enforceable, precise and reasonable in all other respects. More detail on Government Policy on planning conditions is in Circular 11/1995 (found in Government policies)   |
| <b>Planning Inspectorate (PINS)</b>                      | The Planning Inspectorate is an independent Government agency that processes planning and enforcement appeals and holds inquiries into local development plans. It also deals with a wide variety of other planning-related casework, including listed building consent appeals, advertisement appeals and reporting on planning applications.   |
| <b>Planning Obligations</b>                              | <p>Planning obligations are legally binding agreements between local planning authorities and persons with an interest in a piece of land. They will generally be used to secure funds or works and for essential elements of schemes such as the provision of affordable housing, public transport services or new infrastructure such as roads or a community centre. Each planning obligation will be specific to the proposed development and should be sought only when it meets all the tests as set out in the NPPF (paras 203 to 205). Planning obligations should be:</p> <ul style="list-style-type: none"> <li>• necessary to make the proposed development acceptable in planning terms.</li> <li>• directly related to the proposed development.</li> <li>• fairly and reasonably related in scale and kind to the proposed development.</li> </ul> |
| <b>Planning Policy Statement/ Guidance (PPSs / PPGs)</b> | Planning Policy Statements (PPS) and Planning Policy Guidance (PPGs), which previously formed Government Policy towards planning have been replaced by the National Planning Policy Framework published on March 27th 2012.  |
| <b>Primary Frontage</b>                                  | The primary frontage in a town is the strip of most popular, central shops with the highest level of pedestrian footfall and are likely to include a high proportion of retail uses.   |

| Local Plan Glossary                                       |  |
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| Term  | Definition   |
| <b>Proposals Map</b>                                      | An obligatory part of the adopted development plan which shows the area base map with allocated sites for particular land use and development proposals and sets out the area to which specific policies apply.  |
| <b>Public Realm</b>                                       | This is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.   |
| <b>Public Transport Accessibility Level (PTAL)</b>        | A detailed and accurate measure of the accessibility of a point to the public transport network, taking into account walk access time and service availability. PTALs reflect : <ul style="list-style-type: none"> <li>• walking time from the point of interest to the public transport access points;</li> <li>• the reliability of the service modes available;</li> <li>• the number of services available within the catchment; and</li> <li>• the level of service at the public transport access points – ie average waiting time.</li> </ul> |
| <b>Registered Social Landlord (RSL)</b>                   | Registered Social Landlords are government-funded not-for-profit organisations that provide affordable housing. They include housing associations, trusts and cooperatives. They work with local authorities to provide homes for people meeting the affordable homes criteria. As well as developing land and building homes, RSLs undertake a landlord function by maintaining properties and collecting rent.   |
| <b>Renewable Energy</b>                                   | Energy derived from a source that is continually replenished, such as wind, wave, solar, hydroelectric and energy from plant material, but not fossil fuels or nuclear energy. Although not strictly renewable, geothermal energy is generally included.   |
| <b>Retrofitting</b>                                       | The addition of new technology or features to existing buildings in order to make them more efficient and to reduce their environmental impacts.   |
| <b>Road hierarchy</b>                                     | Categorisation of roads by function and intended traffic management  |
| <b>Secondary Frontage</b>                                 | Secondary frontages provide greater opportunities for a diversity of uses.   |
| <b>Section 106 Agreements</b>                             | These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.  |
| <b>Secure by Design</b>                                   | The planning and design of street layouts, open space, and buildings so as to reduce the likelihood or fear of crime.  |
| <b>Sequential Approach</b>                                | Planning policies that receive particular steps to be taken, or types of location or sites to be considered, in a particular order of preference. For example, retail, commercial and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edges of centres that are, or can be, well integrated with the existing centre and public transport.   |
| <b>Site Allocations Development Plan Document</b>         | Identifies sites and proposals for development in order to ensure the vision, objectives and targets of the Core Strategy are delivered.   |
| <b>Sites of Importance for Nature Conservation (SINC)</b> | SINCs are areas protected through the planning process having been designated for their high biodiversity value. SINCs are classified into sites of metropolitan importance, borough and local importance for nature conservation.   |
| <b>Sites of Special Scientific Interest (SSSI)</b>        | Areas of special interest by reason of its fauna, flora, geological or physiographic (landform) features. A classification notified under Section 28 of the Wildlife and Countryside Act (1981 as amended).  |
| <b>Small and Medium Enterprises (SME)</b>                 | Independent businesses managed by its owner or part owners and having a small market share either by number of employees or turnover. Also known as SMEs.  |
| <b>Social Infrastructure</b>                              | Covers facilities such as health provision, early years provision, schools, colleges and universities, community, cultural, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure.  |

| Local Plan Glossary   |   |
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| Term  | Definition  |
| <b>Spatial Planning</b>                                       | An ongoing process of managing change which goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function. This includes policies which can affect land use by influencing the demands on, or needs for, development, but which are not capable of being delivered solely or mainly through the granting or refusal of planning permission and which may be implemented by other means.                |
| <b>Spatial Vision</b>   | A statement of long term shared goals for the spatial structure of an area.   |
| <b>Standard Assessment Procedure (SAP)</b>                    | Standard Assessment Procedure (SAP) is the Government's recommended system for energy rating of dwellings and is based on the annual energy costs for space and water heating.  |
| <b>Statement of Community Involvement (SCI)</b>               | The Council's policy for involving the community in the preparation, review and alteration of Local Development Documents and planning applications. It includes who should be involved and the methods to be used.   |
| <b>Strategic Environmental Assessment (SEA)</b>               | Required under the European Directive 2001/42/EC, which has been transposed into UK Law through the Environmental Assessment of Plans and Programmes Regulations 2004. Strategic Environmental Assessment seeks to contribute to the integration of environmental considerations into the preparation and adoption of plans to promote sustainable development.   |
| <b>Strategic Development</b>                                  | An application which is referable to the Mayor of London under the Town & Country Planning (Mayor of London) Order 2008 largely by virtue of its size (over 150 residential units or over 15,000m <sup>2</sup> of floorspace) or height (over 30 metres high).  |
| <b>Strategic Flood Risk Assessment (SFRA)</b>                 | A SFRA looks at flood risk at a strategic level on a local planning authority scale. It is the responsibility of those allocating land for development (LPAs) to demonstrate that the flood risk to and from development will be acceptably safe throughout the lifetime of the proposed development, taking account of climate change. A SFRA essentially maps out the flood plain into flood zones so that development can be steered to areas with a low risk of flooding (application of the sequential test - NPPF Technical Guidance). See Flood Zones. |
| <b>Strategic Housing Land Availability Assessment (SHLAA)</b> | An assessment of land availability for housing which informs the London Plan and borough local development documents.   |
| <b>Strategic Housing Market Assessment (SHMA)</b>             | An assessment of housing need and demand which informs the London Plan and borough local development documents.   |
| <b>Supplementary Planning Document (SPD)</b>                  | Document providing supplementary information in respect of the policies in development plan documents and not forming part of the development plan nor subject to independent examination. Must be subject to public consultation if it is to be accorded any weight in decisions on development proposals. SPDs can be taken into account as a material planning consideration.  |
| <b>Supplementary Planning Guidance (SPG)</b>                  | A SPG does not form a part of the statutory plan. It can take the form of design guides or area development briefs, or supplement other specific policies in the plan. However, it must be consistent with national and regional planning guidance, as well as the policies set out in the adopted plan. It should be clearly cross-referenced to the relevant plan policy or proposal that it supplements. SPGs can be taken into account as a material consideration.   |
| <b>Supported Housing</b>                                      | Homes in which vulnerable residents are offered a range of housing related support services to enable them to live independently.   |
| <b>Surface Water</b>  | Rainwater lying on the surface or within surface water drains/sewers.   |
| <b>Surface Water Management Plan (SWMP)</b>                   | A framework through which key local partners with responsibility for surface water and drainage in their area work together to understand the causes of surface water flooding and agree the most cost effective way of managing surface water flood risk.  |

| Local Plan Glossary                                    |  |
|--|--|
| Term   | Definition   |
| <b>Sustainability Appraisal (SA)</b>                   | Required by the Planning and Compulsory Purchase Act 2004. Sustainability Appraisal is based on the principles of Strategic Environmental Assessment but is wider in focus and covers other key considerations of sustainability that concern social and economic issues. In effect it is a systematic and continuous assessment of the social, environmental and economic effects of strategies and policies in the Local Plan.                         |
| <b>Sustainable Community Strategy (SCS)</b>            | SCS is prepared by the Local Strategic Partnership as a set of goals and actions which they, in representing the residential, business, statutory and voluntary interests of an area, wish to promote. The SCS should inform the Local Plan and act as an umbrella for all other strategies devised for the area.  |
| <b>Sustainable Development</b>                         | This covers development that meets the needs of the present without compromising the ability of future generations to meet their own needs.  |
| <b>Sustainable Urban Drainage Systems (SUDS)</b>       | SUDS can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.  |
| <b>Tall Buildings</b>                                  | Buildings which in Barnet are either eight or more storeys high, or which are 26 metres above ground level.  |
| <b>Test of Soundness</b>                               | The examination in public of a DPD will involve the legal compliance check and an assessment against the tests of soundness, the DPD should be justified, effective, positively prepared and consistent with national policy.  |
| <b>Three Strands Approach</b>                          | Three Strands provides the spatial vision that underpins Core Strategy and Local Plan. The three strands are:<br><br><b>Strand 1:</b> Absolute protection of the Green Belt, Metropolitan Open Land and other valued open space from inappropriate development.<br><b>Strand 2:</b> Enhancement and protection of Barnet's suburbs, town centres and historic areas.<br><b>Strand 3:</b> Consolidated growth in areas in need of renewal and investment. |
| <b>Town Centres</b>                                    | Covers:<br><ul style="list-style-type: none"> <li>• Metropolitan Town Centre,</li> <li>• Major Town Centre,</li> <li>• District Town Centre,</li> <li>• Neighbourhood and local town centres</li> </ul>  |
| <b>Town Centre Floorspace Needs Assessment (TCFNA)</b> | An audit of existing and proposed town centre floorspace. The study assesses both qualitative and quantitative measures and whether there is enough town centre floorspace to serve the needs of Barnet's growing population over the next 15 years  |
| <b>Transport Assessment</b>                            | This is prepared and submitted alongside planning applications for developments likely to have significant transport implications.   |
| <b>Transport for London (TfL)</b>                      | One of the GLA groups of organisations, accountable to the Mayor, with responsibility for delivering an integrated and sustainable transport strategy for London.  |
| <b>Transport for London Road Network (TLRN)</b>        | The Mayor's term for the Greater London Authority Road Network as described in the Greater London Authority Act 1999 comprises 550 km of London's red routes and other important streets.  |
| <b>Travel Plan</b>                                     | A general term for a package of measures aimed at promoting greener, cleaner travel choices" with a specific emphasis on reducing single-occupancy car journeys.   |
| <b>Tree Preservation Order (TPO)</b>                   | Made under the Town and Country Planning Act 1990 by the local planning authority to protect trees of importance for amenity, landscape and nature conservation.   |
| <b>Unitary Development Plan (UDP)</b>                  | A statutory development plan introduced in 1986 and replaced by Local Development Frameworks in the Planning and Compulsory Purchase Act 2004. Barnet's Unitary Development Plan was adopted in May 2006.  |

## Local Plan Glossary

| Term                                 | Definition   |
|--------------------------------------|--|
| <b>Use Class</b>                     | <p>A category of land use activities requiring planning permission which is set according to a use classes order. The uses are grouped into classes A, B, C and D and sui generis (a use not within a specified class). The classes are:</p> <p><b>A1</b> – <u>shops</u></p> <p><b>A2</b> – <u>financial and professional services</u></p> <p><b>A3</b> – <u>restaurants and cafes</u></p> <p><b>A4</b> – <u>drinking establishments</u></p> <p><b>A5</b> – <u>hot food takeaways</u></p> <p><b>B1</b> – <u>business (office)</u></p> <p><b>B2</b> – <u>general industry</u></p> <p><b>B8</b> – <u>storage</u></p> <p><b>C1</b> – <u>hotels</u></p> <p><b>C2</b> – <u>residential institutions</u></p> <p><b>C3</b> – <u>dwelling houses</u></p> <p><b>D1</b> – <u>non-residential institutions</u></p> <p><b>D2</b> – <u>assembly and leisure</u></p> <p><b>Sui Generis</b> – a use not within a specified class.</p> |
| <b>Use Classes Order</b>             | <p>A legislative mechanism under the terms of the Town and Country Planning Act 1990, as amended by the Use Classes (Amendment) Order 2005, and the General Permitted Development (Amendment) Order 2005, which sets out when permission is or is not required for changes to the use of land and buildings, and the circumstances under which such changes can be undertaken.</p>   |
| <b>Wheelchair accessible housing</b> | <p>This refers to homes built to meet the standards set out in the second edition of Wheelchair Housing Design Guide by Stephen Thorpe, Habinteg Housing Association 2006.</p>   |

## Local Plan List of Acronyms

|               |   |
|---------------|---|
| <b>AAP</b>    | Area Action Plan  |
| <b>AMR</b>    | Annual Monitoring Report / Authorities Monitoring Report        |
| <b>AQAP</b>   | Air Quality Action Plan   |
| <b>AQMA</b>   | Air Quality Management Area                                     |
| <b>BME</b>    | Black and Minority Ethnicity                                    |
| <b>BRE</b>    | Building Research Establishment                                 |
| <b>BREEAM</b> | Building Research Establishment Environmental Assessment Method |
| <b>BXC</b>    | Brent Cross / Cricklewood                                       |
| <b>CABE</b>   | Commission for Architecture and the Built Environment           |
| <b>CACA</b>   | Conservation Area Character Appraisal                           |
| <b>CCHP</b>   | Combined Cooling, Heat and Power                                |
| <b>CHD</b>    | Coronary Heart Disease  |
| <b>CHP</b>    | Combined Heat and Power   |
| <b>CIL</b>    | Community Infrastructure Levy                                   |
| <b>CLG</b>    | Communities and Local Government                                |
| <b>COI</b>    | Core Output Indicator   |
| <b>CPO</b>    | Compulsory Purchase Order                                       |
| <b>CPZ</b>    | Controlled Parking Zone   |
| <b>CRBO</b>   | Community Right to Build Order                                  |
| <b>CSH</b>    | Code for Sustainable Homes                                      |
| <b>CVD</b>    | Cardiovascular Disease  |
| <b>DDA</b>    | Disability Discrimination Act                                   |
| <b>DE</b>     | Decentralised Energy  |
| <b>DMP</b>    | Development Management Policies                                 |
| <b>DPD</b>    | Development Plan Document                                       |
| <b>EA</b>     | Environment Agency  |
| <b>EIA</b>    | Environmental Impact Assessment                                 |
| <b>ELR</b>    | Employment Land Review  |
| <b>EqIA</b>   | Equalities Impact Assessment                                    |
| <b>EST</b>    | Energy Saving Trust   |
| <b>FRA</b>    | Flood Risk Assessment   |
| <b>GAF</b>    | Growth Area Fund  |
| <b>GDO</b>    | General Development Order                                       |
| <b>GLA</b>    | Greater London Authority  |
| <b>GLAAS</b>  | Greater London Archaeological Advisory Service                  |
| <b>GTANA</b>  | Gypsies and Travellers Accommodation and Needs Assessment       |
| <b>HA</b>     | Highways Agency   |

## Local Plan List of Acronyms

|              |   |
|--------------|---|
| <b>HDA</b>   | Habitat Directive Assessment                  |
| <b>HADAS</b> | Hendon and District Archaeological Society    |
| <b>HCA</b>   | Homes and Communities Agency                  |
| <b>HIA</b>   | Health Impact Assessment                      |
| <b>HMCS</b>  | Her Majesty's Court Service                   |
| <b>HMO</b>   | Housing (Homes) in Multiple Occupation        |
| <b>hrha</b>  | Habitable Rooms per Hectare                   |
| <b>IBP</b>   | Industrial Business Park                      |
| <b>IDP</b>   | Infrastructure Delivery Plan                  |
| <b>IMD</b>   | Index of Multiple Deprivation                 |
| <b>JSNA</b>  | Joint Strategic Needs Assessment              |
| <b>LBC</b>   | Listed Building Consent                       |
| <b>LDA</b>   | London Development Agency                     |
| <b>LDD</b>   | Local Development Document                    |
| <b>LDS</b>   | Local Development Scheme                      |
| <b>LIP</b>   | Local Implementation Plan                     |
| <b>LNR</b>   | Local Nature Reserve                          |
| <b>LSP</b>   | Local Strategic Partnership                   |
| <b>LTDS</b>  | London Travel Demand Survey                   |
| <b>LUL</b>   | London Underground Limited                    |
| <b>MOL</b>   | Metropolitan Open Land                        |
| <b>MSW</b>   | Municipal Solid Waste                         |
| <b>NDO</b>   | Neighbourhood Development Order               |
| <b>NDP</b>   | Neighbourhood Development Plan                |
| <b>NEET</b>  | Neither in Employment, Education or Training. |
| <b>NHS</b>   | National Health Service                       |
| <b>NLSA</b>  | North London Strategic Alliance               |
| <b>NLWA</b>  | North London Waste Authority                  |
| <b>NLWP</b>  | North London Waste Plan                       |
| <b>NPPF</b>  | National Planning Policy Framework            |
| <b>NVQ</b>   | National Vocational Qualification             |
| <b>OAPF</b>  | Opportunity Area Planning Framework           |
| <b>OLC</b>   | Outer London Commission                       |
| <b>OLDC</b>  | Outer London Development Centre               |
| <b>ONS</b>   | Office for National Statistics                |
| <b>PCT</b>   | Primary Care Trust                            |
| <b>PD</b>    | Permitted Development                         |

## Local Plan List of Acronyms

|              |   |
|--------------|---|
| <b>PDL</b>   | Previously Developed Land                       |
| <b>PPS</b>   | Planning Policy Statement                       |
| <b>PTAL</b>  | Public Transport Accessibility Level            |
| <b>PVs</b>   | Photovoltaics                                   |
| <b>RSL</b>   | Registered Social Landlord                      |
| <b>SA</b>    | Sustainability Appraisal                        |
| <b>SAB</b>   | Sustainable Urban Drainage System Approval Body |
| <b>SAP</b>   | Standard Assessment Procedure                   |
| <b>SCI</b>   | Statement of Community Involvement              |
| <b>SCS</b>   | Sustainable Community Strategy                  |
| <b>SEA</b>   | Strategic Environmental Assessment              |
| <b>SFRA</b>  | Strategic Flood Risk Assessment                 |
| <b>SHLAA</b> | Strategic Housing Land Availability Assessment  |
| <b>SHMA</b>  | Strategic Housing Market Assessment             |
| <b>SINC</b>  | Site of Importance for Nature Conservation      |
| <b>SME</b>   | Small and Medium Enterprises                    |
| <b>SMR</b>   | Standardised Mortality Rate                     |
| <b>SPD</b>   | Supplementary Planning Document                 |
| <b>SPG</b>   | Supplementary Planning Guidance                 |
| <b>SSSI</b>  | Site of Special Scientific Interest             |
| <b>STP</b>   | School Travel Plan                              |
| <b>SUDS</b>  | Sustainable Urban Drainage System               |
| <b>SWMP</b>  | Surface Water Management Plan                   |
| <b>TCFNA</b> | Town Centre Floorspace Needs Assessment         |
| <b>TfL</b>   | Transport for London                            |
| <b>TLRN</b>  | Transport for London Road Network               |
| <b>TPO</b>   | Tree Preservation Order                         |
| <b>UDP</b>   | Unitary Development Plan                        |
| <b>WLA</b>   | West London Alliance                            |



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